Betablished February,

日一初月九年未癸

Shipping.

Intimations.

AGENTS FOR THE CHINA MAIL. LONDON .- F. ALOLE, 11 & 12, Coment's Lane, Lombani Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & Goron, Ludgate Circus, E.C. BATES Handy & Co., 37, Walbrook, E.C. SAMUEL DEACOR & Co. 150 & 154.

Leadenhall Street PARIS AND EUROPE :- GALLIEN "& PRINCE, 36, Rue Dafayette, Paris. NEW YORK :-- ANDREW WIND, 21, Park.

AUSTRALIA, TASMANIA, AND NEW and 5 p.m. from CANTON. ZEALAND :-- GORDON & GOTON Mel-SAN FRANCISCO and American Ports

generally :- Bran & Black, Bun Fran-SINGAPORE, STRAITS, &c. :- SAYLE &

Co., Square, Singapore. C. HEINEZEN & Oon Manila. CHINA: -- Macao, Messrs A. A. DE MELLO LANE, CHAWFORD & Co., and KELLY & WALSH. Yokolama, LANE, CRAW-

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

Installest received on NEW SHARES

\$5,926,765.62

INSTALMENT OF PREMIUM TO-698,336.43 coived on New SHARES ... 14

63,198,336.43

COURT OF DERECTORS. Chairman - WM. REIMERS, Esq. Deputy Chairman - W. S. Young, Esq. H. L. DALBYMPLE, A.P. McEWEN, Esq. A. Molven, Esq. W. H. FORBES, Esq. F. D. BASSOON, Esq. A. Gültzow, Esq. M. E. Sassoon, Esq.

Hon. F. B. Johnson. CHIEF MANAGER. Horigkong THOMAS JACKSON, Esq. MANAGER.

Shanghai, EWEN CAMERON, Esq. LONDON BANKERS. - London and County HONGKONG.

ON Current Deposit Account at the rate of 2 per cont. Per INTEREST ALLOWED.

For Fixed Deposits:-For 3 months, 3 per cent, per annum. is 6 in 4 per cent. in the 5 per cent. "

LOCAL BILLS DISCOUNTED. Credita granted on approved Securities, and every description of Banking and Exchange business transacted. Australia, America, China and Japan. T. JACKSON.

Chief Manager. Utilices of the Corporation, No. 1. Queen's Road East. Hongkong, August 25, 1888.

Notices of Firms.

NOTICE

TIME INTEREST and RESPONSIBILITY OF Mr. G. A. GROSSMANN in our Firm CEASED on the 31st August, 1883. GROSSMANN & Uo. Hongkong, September 1, 1883.

NOTICE.

and in Formosa under the Style of J. C. ELLES & Co. Mr. FRANCIS CASS is authorized to Sign the Firm. JAMES C. ELLES.

Amoy, 1st May, 1883.

NOTICE.

TIROM this date Mesers. RUSSELL & Co. will conduct our Business at this port and all Communications should be addressed to them. Messrs. RUSSELL & Co. will also Act sa Agents at this port for our line of

Steamers. GEO. R. STEVENS & Co. Hongkong, August 1, 1883.

Intimations.

Twelfth Volume of the "CHINA REVIEW."

No. 1.-Vol. XII.

-OF THE-

CONTAINS-

The Structure of Chinese Characters. Chinese Guilds and their Rules. The Distect of Yangehow.

China During the Tain T Dynasty, A.D More on the Origin of the Arabic Numerals. Su Tang P'o in Hainan.

Opium and the Smoking Extract. Notices of New Books and Literary Intelligence. Notes and Queries.

Correspondence Books Wanted, Exchanges, &c. To Contributors. Hongkong, September 28, 1883.

Mr. Andrew Wind.

Wars Acest, &c.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

N and after MONDAY, the 1st October, the Hour of Departure of the NIGHT BOATS will be 5.30 p.m. from Hongkong, By Order,

Hongkong, September 28, 1883.

NOTICE.

P. A. DA COSTA,

INA:—Macao, Messrs A. A. DE MELLO
& Co. Swatow, Queich & Co.
Amoy, Wilson, Nicholis & Co.
CLUB is hereby convened for WEDNESPoschow, Henge & Co. Shanghai, DAY, the 10th October next, at 3,30 p.m. SPECIAL BUSINESS.

By Order of the General Committee, A. O'D. GOURDIN.

Acting Secretary. Hongkong, September 27, 1883. Good BOOKKEEPER, who has a few

A spare hours in the early morning, would be glad to take Charge of a Set of Accounts. Terms very moderate. Address "M. M. R.,"

c/o. China Mail Office. Hongkong, August 24, 1883.

HONGKONG & SHANGHAI BANKING CORPORATION.

THE THIRD CALL of £10 Sterling per Share on the 20,000 Shares, NEW ISSUE of this Corporation, will fall due on the 30th September Current, in London. Calcutta, Bombay, Shanghai and Hongkong. REGISTERED SHAREHOLDERS entitled to NEW SHARES, are requested to Pay, at the respective Orgines, the above Callor its equivalent in the Currency of the abovementioned places.

PROVISIONAL CERTIFICATES are being issued in Exchange for the 1st Call Receipts, which are to be surrendered to the Bank. HOLDERS OF PROVISIONAL CERTIFICATES. when paying this Call, will please send same to this Office to be endorsed. The Rate of Exchange for Hongkong is

fixed at 3/- 77d. or 854.70 per Share. INTEREST at the Rate of 7 % per Annum will be Charged on Calls unpaid on the 30TH SEPTEMBER. By Order of the Court of Directors, T. JACKSON.

Chief Manager. Hongkong, September 12, 1883.

CHINA FIRE INSURANCE COM- HONGKONG ICE COMPANY, PANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1682. NOT I C E. CHAREHOLDERS are hereby requested Achange business transacted.

Drofts granted on London, and the Contributions of Premia for the year endbig Commercial places in Europe India ing 31st December last, in Order that the PROPORTION of PROFIT for that year to be Paid as BONUS to Contributoes may be arranged. Returns not sent in before the 30th November next, will be

made up by the Company, and no subsequent Claims or Alterations will be allowed. By Order of the Board,

JAS. B. COUGHTRIE, Secretury. Hongkong, September 1, 1883.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

AUJUSTMENT OF BONUS FOR THE YEAR 1882.

CHAREHOLDERS in the above Com-Dony are requested to Furnish the Undersigned with a List of their Contributions for the year ending 31st December; last, in Order that the DISTRIBUTION of the PROFITS Reserved for CONTRIBUTORS HAVE Established myself at this Port may be arranged. Returns not rendered prior to the Thirty-first day of October next, will be adjusted by the Company, and no Claims or Alterations will be subse-

quently admitted. JARDINE, MATHESON & Co., General Managers. Hongkong, August 16, 1883.

NAVIGATION COMPANY.

QUARANTINE AT EGYPTIAN AND CONTINENTAL PORTS.

A passing the Company's Steamers ever invented. through the SUEZ CANAL in QUARANTINE. thus avoiding any detention in EGYPT. The Homeward Mails are now being landed | will be in complete working order by next at VENICE, but the QUARANTINE which is March, 1884. still imposed at this and all other CONTIN-ENTAL PORTS prevents the landing of Pas. Hongkong & Shanghai Banking Corporasengers, and those travelling by the Com- mon that they shall hold the amount paid pany's Steamers are advised to remain on on the shares when allotted until the Board board the Vessel which calls at MARSEILLES of Directors of the Company is appointed, on route—stopping a few hours only to disc the amount will then be placed to the charge Cargo and proceed in her direct to credit of the Company.

delays and inconveniences. The Passages of the Steamers will be OF GIBRALTAR.

E. L. WOODIN, Acting Superintendent Hongkong, September 6, 1883.

WILLIAM DOLAN, SAIL-MAKER & SHIP-OHANDERR, 22. PRAYA CENTRAL

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, CORK JACKETS.

&c., &c., &c. Hongkong, May 1, 1882.

TI frequently occurs that from damp or otherwise Good Tra is spoiled from the fact of being musty, mouldy, unpalatable to Foreigners' teste and unfit for their

This refuse Tea the Lady Superioress of the Italian Convent now comes forward and begs the LADIES and GENTLEMEN to let her have for her numerous Chinese pupils, for whom the sole beverage of luxnry is Tea. Hongkong, September 10, 1883.

For Sale.

LANE, CRAWFORD & Co.

TO HAND PER "GLENOGLE."

ASSORTED BEST TOILET SOAPS. PEARS' PRICKLY HEAT SOAP. CARBOLIC ACID.

> CARBOLIC DISINFECTING POWER IN DREDGERS. WINTER HOSIERY.

ALLORING GOODS IN THIS SEASON'S PATTERNS. THE NEW CLIMAX UMBRELLAS, guaranteed to wear. THE NEW TODDY KETTLES WITH LAMPS. THE NEW COFFEE MACHINES THE DUPLEX TABLE LAMPS, latest designs.

ARTISTIC FENDERS and FIRE IRONS. LANE, CRAWFORD & Co.

Hongkong, September 17, 1883.

SAYLE & Co.'s SHOW-ROOMS.

SHOWING Ex LATE ARRIVALS our first delivery

AUTUMN FASHIONS"

DRESS MATERIALS.

JACKETS, MANTLES.

MILLINERY,

FLOWERS, FEATHERS.

HATS, BONNETS,

RIBBONS.

Direct from the best FRENCH and ENGLISH Markets, AN EARLY INSPECTION INVITED.

VICTORIA EXCHANGE, Hongkong, September 13, 1883.

Intimations.

LIMITED.

JARDINE, MATHESON & Co., General Managers.

Hongkong, September 15, 1883.

VICTORIA-ICE COMPANY, LIMITED. CAPITAL,.....50,000 DOLLARS 1,000 SHARES OF 50 DOLLARS BACK.

Payments: - \$25 per Share upon Allotment or within ten days thereafter; Balance of \$25 per Share on or before the 28TH FEBRUARY, 1884.

Directors: (To be named by Shareholders as soon as the Shares are taken up.)

Bankers: THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Solicitors: Messrs, SHARP, TOLLER & JOHNSON.

ABRIDGED PROSPECTUS: TITHIS Company is formed for the Manu-PACTURE of ICE in the Colony of nol Hongkong on the Binary Absorption System patented by the International Ice and ENINSULAR & ORIENTAL STEAM Refrigerating Machine Company of New

This Patent System has been introduced into Japan and Shanghai with most satisfactory results. The consensus of opinion from various parts of the world unhesitat-

A RRANGEMENTS have been made for economical method of manufacturing Ice According to arrangements it is anticipated that the business of the Company

An arrangement has been made with the September 14, 1883.

Shares may be obtained by intending Subaccelerated, and they will not call at Maura scribers from this date till the 29th September, 1883, from the Honokono & Shanghai BANKING CORPORATION or the Secretary pro tem: of the Company, Mr. J. M. Guedes, 39, Wellington Street, who has consented to act till a Board of Directors for the Company is appointed by the Shareholders.

J. M. GUEDES. 39, Wellington Street. Hongkong, September 15, 1883.

HOP SHING & Co., ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS & IRON FOUNDERS, de.,

NESS TRON WORKS.

TAVING This Day commenced Busi-I was, are ready to undertake Work of the above Descriptions under the Supervision of an Experienced European. Orders executed with the utmost desputch and at moderate terms: ENGINE ROOM STORE, WEST POINT.

J. F. SCHEFFER, Hongkong, 24th September, 1883. Hongkong, August 16, 1883.

For Sale.

PUBLICATIONS TOY JOHN CHALMERS, MALL LED. to be bought of LANE, CEAWFORD & Co. and KELLY & WALSH.

Cantonese Dictionary, 3.00. Concise K'anghi, half calf,..... 5.00. Do. stitched, 3.00. Tau-teh-king, 2.00. The Question of Terms,..... 1.00. Origin of the Chinese, 1.50. The Rhymes of the Shi, 1.00. LONDON MISSION,

Hongkong, May 16, 1883. SAM HING, Junr.

STULTZ, TAILOR, DRAPER AND GENERAL OUTFITTER.

DEST MATERIALS and a PERFECT FIT GUARANTEED.

At Moderate Prices. Dealer in Chinese Silks of all kinds. PITH HATS.

> MATTING. BAMBOO BLINDS. And has always on Hand.

A VERY FINE SELECTION*OF. VARIOUS KINDS OF SILK GOODS AND EMBROIDERIES. WHOLESALE MANUFACTURER

LK COATS and Other GARMENTS for exportation.

No. 62, Queen's Road Central, (Fourth door west from Portingen Street)

FOR SALE. TULES MUMM CHAMPAGNE

GIBB, LIVINGSTON & Co. Hongkong, November 1, 1881.

FOR SALE CHEAP.

I. IVE Hundred to Six Hundred Tons COKE and COAL TAR, in lots to suit, from one ton upwards. CHOY CHEW. 230, Praya West.

Hongkong, June 18, 1883. FOR SALE

COOD BORDEAUX CLARET I in cases of 1 dos. Quarts at.\$3.50. WOLFE SCHIEDAM SCHNAPPS Also, some PRIME HOLLAND JEN-EVER in Stone bottles, and some FOMERANZEN BITTERS.

and SHOT, &c., &c., &c. 21 and 23, Pottinger Street.

Double Barreled Breech Loading GUNS.

For Sale. SERIOUS DISTURBANCE

AT CANTON. THE Whole of the Copies of the Overland Uhina Mail, containing the Accounts which appeared in the China Mail of the Acts of the Chinese mob at Canton, having

been sold out, these Accounts have been Reprinted in PAMPHLET FORM, and may now be obtained at the China Mail Office. - Price, 30 Cents, The PAMPHLET includes the Letters the have appeared in the China Mail on the subject of the disturbance, the Editorial

Nativo Papers. NOW ON SALE. CHINESE DICTIONAR CANTONESE DIALECT

Da E. J. EITEL. CROWN OCTAVO, PP. 1018. HONGKONG, 1877-1883. Part I. A-K, ... \$2.50 Part II.

Part III.

Part IV.

This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Holder of the Ticket. Imperial Dictionary, contains all Chinese characters in practical use, and while alpha-betically agranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters. serve the purposes of a philological guide

to the student. A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold

separately. LANE, CRAWFORD & Co. Hongkong, January 15, 1883.

WASHING BOOKS. (In English and Ohmess.) TASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. - Price, \$1 each,

CHINA MAIL Office. NOWREADY

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW By E. H. PARKER Can be obtained from Kelly & Walse

To Let.

TO LET. ATO. 6. QUEEN'S ROAD CENTRAL (lately occupied by PACIFIC MAIL S. S. Co.). "BISNEE VILLA" Pokfoolum, Furnished.

Apply to DAVID SASSOON, SONS & Co. Hongkong, August 30, 1883.

TO LET.

THE PREMISES now occupied by us, No. 11, QUEEN'S ROAD CENTRAL For further Particulars apply to Messrs. RUSSELL & Co.

GEO. R. STEVENS & Co. Hongkong, August 1, 1883. TIODOWNS_TO LET PRAYA EAST AND WANCHAL ROAD. For Particulars, apply to

SIEMSSEN & Co. Hongkong, April 26, 1882 TO LET. CIPACIOUS GODOWN at BOWRINGTON suitable for the Storage of Coal.

Apply to

DOUGLAS LAPRAIK & Co. Hongkong, March 8, 4883. Notices to Consignees.

NOTICE TO CONSIGNEES. FROM CALCUTTA; PENANG AND

SINGAPORE.

THE S.S. Japan having arrived, Con-A signees of Cargo are hereby requested to send in their Bills of Lading to the Co.'s Undersigned for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding her discharge or remain-

ing on board after the 6th October, will be

landed and stored at Consignees' risk and expense, and no Fire Insurance will be Consiguess are hereby informed that any Claims must be made immediately, as none will be entertained after the 10th

DAVID SASSOON, SONS & Co., Hongkong, September 20, 1883. de18 INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Lennov, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediste delivery of their Goods. Cargo impeding the discharge will be RIFLES, REVOLVERS, CARTRIDGES at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co., General Managers. Hongkong, September 29, 1883.

Shipping.

Steamers.

NOUVELLE COMPAGNIE MARSEIL LAISE DE NAVIGATION A VAPEUR.

The Steamship VALLADIER, Commander, will sail on TUESDAY, 2nd October, for MARSEILLES via SAIGON; SINGAPORE, COLOMBO, ADEN and SUEZ; and with leave to call Comments, and the Extracts from the at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEJLLES to BAVRE and LONDON, leaving Marseilles

after arrival of the Steamer from Cauxa. The Company also runs Steamers regularly from Marsellars to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked. The Company has a Forwarding-Agency at Paris, 9, Hue or Rougemont, giving special facilities to Shippers.

Each Steamer carries a Surgeon and The line is noted for its enisine, and beer and table wines are included in the passage

RETURN TICKETS are now granted by the Steamers of this Line available 6 A Reduction of ten per cent. will be or 12 months period; to be reckened allowed to purchasers of Ten or more copies. from the date of arrival at Marseilles of the Steamer for which the Ticket is issued, to the date of re-embarkation there of the Special Rates are arranged for families.

> ADAMSON, BELL & Co., Hongkong, September 24, 1883.

DOUGLAS STEAMSHIP COMPANY,

For Freight or Passage, apply to

LIMITED. FOR SWATOW, AMOY & FOOCHOW-The Co.'s Steamship Captain Abbott, will be despatched for the above Ports on WEDNESDAY, the 3rd Prox., at Daylight, instead of as previously advertised. For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers, Hougkong, September 28, 1883. FOR SHANGHAL (Taking Cargo & Passengers at through rates

CHWANG, HANKOW and Ports on the YANGTSZE.) The Steamship Capt. QUARTLEY, will be despatched as above on or about the Th October.

For Freight or Passage, apply to

for CHEFOO, TIENTSIN, NEW-

JARDINE, MATHESON & Co. Hongkong, September 29, 1883. DOUGLAS STEAMSHIP COMPANY,

LIMITED. FOR KUDAT AND SANDAKAN. The Co,'s Steamship Captain Pocock, will be despatched for the above Ports on SATURDAY, the 6th Proximo, at

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, September 27, 1883.

OUEAN STEAMSHIP COMPANY FOR LONDON VIA SUEZ CANAL The Co.'s Steamship Captain Baage, will be despatched on or about

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, September 25, 1883.

the 6th Proximo.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship

Capt. Anderson, will be despatched on or about the 6th October. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

Hongkong, September 29, 1883.

The Co.'s Steamship Commandant will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX, Agent. Hongkong, September 28, 1883.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

NOTICE.

The Co.'s Steamship Commandt. Du TEMPLE, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe. G. DE CHAMPEAUX, Agent.

Hongkong, September 28, 1883.

PRICE, \$24 PER ANNUM.

Steamers. FOR LONDON VIA SUEZ CANAL The Steamship

" Glencoc," Captain PARK, will be despatched as above on or about the 9th October. For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, Soptember 25, 1883. FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN & QUEENS. LAND PORTS, and toking through Cargo to NEW ZEALAND.)

Whampon." despatched on or about he 20th Proximo. This Vessel has unusually good Cabin Accommodation, situated amidships, upon

the upper deck. Ker Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agails. Hongkong, September 20, 1883.

Sailing Vessels.

FOR NEW YORK. The 3/3 L.1.1. American Ship " Paul Jones." Genrish, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

RUSSELL & Co. Hongkong, August 20, 1883.

FOR HAVRE AND LONDON. The 100 A 1 British Barque Captain WALLACE, having the greater portion of her Cargo ingaged, with meet with quick despatch as

SIEMSSEN & Co.

Mails. NOTICE.

Hongkong, August 23, 1883.

For Freight, apply to

PAQUEBOTS POSTE FRANÇAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, OLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS,

COMPAGNIE DES MESSAGERIES

MARITIMES.

OF BRAZIL, AND LA PLATA; PONDICHERRY, MADRAS, CALCUTTA AND ALL INDIAN PORTS.

NAPLES, MARSEILLES, AND PORTS

IN THURSDAY, the 4th October. 1883, at Noon, the Company's S. S. ONUS, Commandant RAPATEL, with MAILS, PASSENGERS, SPECIE. and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for

London as well as for Marneilles, and ac-

copted in transit through Marseilles for the

principal places of Europe. Shipping Orders will be granted until Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 3rd October. (Parcels are not to be sent on board; they must be left at the Agoncy's Office.)

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX,

Contents and value of Packages are re-

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK, VIA

Hongkong, September 22, 1883.

OVERLAND RAILWAYS, AND FOUCHING AT YOKOHAMA, AND SAN FRANCISCO. THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, vià Yokohama, with option of alling at Honolulu, on THURSDAY, the 11th October, at 3 p.m. taking Passengers and Freight, for Japan, the United States, and Europe.

portation to Yokoluma and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Moxico, Central and South America, by the Company's and connecting Steamers. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers. RETURN PASSAGES.—Passengers, who

Through Bills of Lading issued for trans-

have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.
Freight will be received on board until 4

o.m. on the 10th Oct. Percel Packages will be received at the office until 5 p.ta. same day; all Parcel Packages should be marked to address in full; volue of same Consular Invoices to accompany Overland
Cargo should be sent to the Company's

Mices in Serled Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 501, Queen's Road Central. F. E. FOSTER Agent.

Hongkong, September 28, 1883.

is authorized to receive Subscriptions Advertisements, &c., for the China Mail. Overland China Mail, and China Review.

183, NASSAU STREET, NEW YORK

PASSENGERS.

Per Peking, from Bhanghai, Dr Doberck,

Per Jorge Juan, from Amoy, Mr Tomas,

Per Phra Chula Chom Klao, from Bang-

Per Mongkut, from Bangkok, 42 Chinese.

Per Europa, from Saigon, 142 Chinese.
Per Fuyew, from Shanghai, Mr. Watson,

Per City of Peking, from San Francisco

DEPARTED.

Per Chi Yuen, for Swatow and Amoy,

Per Sherard Osborn, for St. John's, 2

To DEPART.

Per Saltee, for Hothow, &c., 45 Chinese.

SHIPPING REPORTS.

The British steamer Jorge Juan reports:

The British steamer Phra Chula Chom

Klao reports: Light Southerly winds and

fine weather first part of voyage, latter part

brisk N.E. winds and heavy Easterly swell.

The Chinese steamer Fugew reports

POST OFFICE NOTICES.

For SWATOW: AMOY & FOOCHOW .-

Per Jorge Juan, at 11.30 a.m., on Tues-

Per Gordon Castle, at 2.30 p.m., on Tues-

For NAGASAKI, HIOGO, AND YOKO-

Per Zambesi, at 11.30 a.m., on Wednes-

Per Thales, at 3.30 p.m., on Saturday,

French Contract Packet Opus

will be despatched on THURSDAY.

the 4th October, with Mails for the

United Kingdom, Europe, and places

day, the 2nd inst., instead of as pre-

MAILS will close:-

viously notified.

day, the 2nd inst.

day, the 17th inst.

the 6th October.

FOR KUDAT AND SANDAKAN .-

MAILS BY THE FRENCH PACKET. -

Egypt, Malta, and Gibraltar.

The United States Mail Packet City of

Registry cosses.

Peking, will be despatched on THURS-

DAY, the 11th October, with Mails

for Japan, San Francisco, the United

States, Canada, Honolulu, Peru, &c., which will be closed as follows:

pondence may be posted on board the

Packet with Late Fee of 10 cents extra

Postage until the time of departure.

HOURS OF CLOSING

THE FRENCH MAIL

The following hours are observed in closing

Day before departure (or Saturday if the de-

parture be on Monday),—
5 P.M.—Money Order Office closes.

sopen out of Office hours.

A.M. - Registry of Letters ceases

A.M. Post Office opens.

and patterns ceases.

Post Office closes, except the

NIGHT Box, which is always

Mails, &c., by the Erench Contract

Post-Office closes, but Corres-

the Mails, &c.

Packet :-

Day of departure,

Post Office, Shanghai.

FOR MANILA.

For SAIGON .-

day, the 2nd October.

Fine weather throughout.

Per Canton, for Saigon, 80 Chinese.

For Sale.

MacEWEN, FRICKEL & Co. No. 53, Queen's Road East, (OPPOSITE THE COMMISSARIAT). FROM AMERICA.

ALIFORNIA' OMPANY'S BISOUITS in & ft.

tins, and loose. Soda BISCUITS. Assorted BISCUITS.

Small HOMINY. Cracked WHEAT. OATMEAL. CORNMEAL

White BEANS. TOPOCAN BUTTER. Eastern and Californian CHEESE. CODFISH in Tins. Prime HAMS and BACON. Eagle Brand Condensed MILK. Family BEEF in 25 to kegs. Ideal SALMON in 5 th cans.

Cutting's Dessert FRUITS in 24 fb caus. Assorted Canned VEGETABLES. Potted SAUSAGE and Sausage Stuffed PEPPERS. Assorted SOUPS. Richardson & Robbin's Celebrated Potted

MEATS.

Richardson & Robbin's Curried OYSTERS

Clam CHOWDER. Fresh OREGON SALMON. Dried APPLES. TOMATOES. UCCOTASH. BRAWN. Maple SYRUP. Goldon SYRUP LOBSTERS. OYBTERS. HONEY. Corn STARCH.

Groom CORN. SCALES FAIRBANKS'

400 lb. Capacity. 600 fb. 900 tb. 1,200 tb.

CORN BROOMS. OFFICE HIGH CHAIRS. AXES and HATCHETS. AGATE IRON WARE:

WAFFLE IRONS. SMOOTHING IRONS. PAINTS and OILS. TALLOW and TAR. VARNISHES.

DEVOE'S NONPARIEL BRILLIANT KEROSINE OIL.

150° test.

Ex late Arrivals from ENGLAND.

A LARGE ASSORTMENT OF S T O R E Sincluding: BREAKFAST TONGUES. CAVIAR.

ASPARAGUS. SOUPS, &c. TEYSSONEAU'S DESSERT FRUITS. ALMONDS and RAISINS. PICNIC TONGUES. COCOATINA.

VAN HOUTEN'S COCOA. Liesic's & Err's COCOA. FRENCH PLUMS. PATE DE FOIE GRAS.

MINCEMEAT. SAUSAGES. BRAWN.

DANISH BUTTER.

SPARTAN COOKING STOVES.

ENGLISH CUTLERY. ELECTRO-PLATE. CROCKERY & GDASS WARE

CLARETS-CHATEAU MARGAUX. CHATEAU LA TOUR, pints & quarts. 1RES. GRAVES. BREAKFAST CLARET, "

SHERRIES & PORT-SACCONE'S MANZANTLLA & AMON-TILLADO. SACCONE'S OLD INVALID PORT (1848).HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.-1 and 3-star HENNESSY'S BRANDY. BISQUIT DUBOUCHE & Co.'s BRANDY. FINEST OLD BOURBON WHISKY. KINAHAN'S LL WHISKY. ROYAL GLENDEE WHISKY. BOORD'S OLD TOM. E. & J. BURKE'S IRISH WHISKY. ROSE'S LIME JUICE CORDIAL. NOILLY PRAT & Co.'s VERMOUTH. CRAEBIE'S GINGER BRANDY.

EASTERN CIDER. CHARTREUSE MARASCHINO. CURACAO. ANGOSTURA, BOKER'S and ORANGE BITTERS.

BASS'S ALE, bottled by Cameron and SAUNDERS, pints and quarts. GUINNESS'S STOUT, bottled by E. & J. BURKE, pints and quarts. DRAUGHT ALE and PORTER, by the Gallon. ALE and PORTER, in hogsheads.

SPECIALLY SELECTED

Fine New Season's CUMSHAW TEA, 5 catty Boxes. BREAKFAST CONGOU @ 25 cents p. th.

SAFES, CASH and PAPER BOXES, at Manufacturer's Prices. Hongkong, July 10, 1883.

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates. GILMAN & Co.

Hongkong, January 1, 1882.

THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTEP OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows :-Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia. Fire Department. Policies issued for long or short periods at

current rates.

Life Department. Policies issued for sums not exceeding £5,000 at reduced rates. HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

NOTICE.

QUEEN FIRE INSURANCE COM-

THE Undersigned are prepared to accept Risks on First Class Godowns at per cent. not premium per annum. NORTON & Co., Agents. Hongkong, May 19, 1881.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.) CAPITAL, Two MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision. If required, protection will be granted on first class Lives up to £1000 on a Single

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton. Hongkong, January 4, 1867.

JUST RECEIVED CIT. JACOB'S OIL.

HOP BITTERS. ELECTRIC HAIR BRUSHES. HONGKONG DISPENSARY.

Hongkong, September 24, 1883. 8fe84 To-day's Advertisements.

UNION LINE. FOR NEW YORK VIA SUEZ CANAL

The Steamship "Oxfordshire," Sept. 30, Phre Chula Chom Klao, British steamer, 1011, H. Lightwood, Bangkok Sept. 23, General.—Hor Hing Hong. despatched for the above Port on THRUSDAY, the 4th Instant, at

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, October 1, 1883. OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship

Captain Brown, will be despatched on or about the 13th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hougkong, October 1, 1883.

FOR NEW YORK VIA SUEZ CANAL. The Steamship " Strathleven," PEARSON, Commander,

the 17th Instant, will have immediate despatch for the above Port. For Freight or Passage, apply to ADAMSON, BELL & Co.,

Hougkong, October 1, 1883.

1881 8,565 TL.

Sugar Deben-

SHARE LIST. QUOTATIONS. Ост. 1, 1883.

	Stocks.	Nos. of Shares	Volue.	Paul- up.	Reserve.	Account.	Last Di- vidend.(1)	Closing Quo- tations, Cash.
·].	BANES. HK. and S'hai	00.000	e 195	Q 105	[.43 \$ 3,198,336	5 52.509.62	£2	186 %=\$357]
1		60,000	\$ 100	9 120	& o' rackope	52,000.00		2. 7 2 3.6 4 3
-	INSURANCES.	1 000	TI. 2.000	TI. 600	TI. 400.000	T1.230,464.77	Tl. 75	TL1400 p. sh.
Į	Nth. China Ins.	9 000	OZS UTS	!'T' 1 350	NTU 538 28	5 TL - 3.959.70	19 /	THIUSU (I)
٠,	Yangtsze Ins		8 1.250	8 125	8 423,74	48 164,271.00	\$ 45.50	\$650 II
-	Union Ins. Soc. China Traders'	1		1	i.			at an area of the second
1	Insurance	24,000	8 83.33	\$ 20	\$ 600,000	0.8 107,411.65	22% 1	\$82
1	C'ton Ins. Office	10,000	\$ 250	\$ 50	.1	** EAC 107 F	7 7 1110/	\$105 "
	Chinese Ins. Co.			8 200	\$ 100,37	83907.18	3%	\$220 "
	Uninese ins. Co.	2,000	-,00		001.00	83907.18	\$90 T	23521
	HK. Fire Lus.	8,000	201	າຮ ຄ	801.00	08 106,366.49	\$3 60anc	1874
	China Fire Ins.	20,000	0.5 - 10	08 2	\$ 000,00	N & 100,000.4	bonus	
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	STEAM C'PANIES			1 5	1		7 4 10 44	The Theory
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E	Steamboat	. 8,00	0.8- 10	08 7	b 5 200,00	00\$ 41,320.0	0%	120 H
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	Nav. Co	12000	10 F 1	0£ 1	.0	Debit.		17½ % dis.
*	COLUMN C. D. D. T. C. AND C.			0 11				18 % prm.
d	S. S. Coy., LA	3,50	0 510	O BIL		17 418		re V hrm.
j.	MISCELLANEOUS	44	1.76					
δ	TITE & SITE !			1				57 % prm.=
	Dock	10,00	0 3 12	5 \$ 12	25, \$18,000	73 \$ 2,083.0	4%	\$1961
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-	Gas Co	5, 00)O £ 1	0£ 1	0 17,758.14	.8£ 1,144.18.	02	\$80 p. sha
	H'kong Hotel.	2,00)0 8 K	008 10	0 \$ 30,0	00	\$ 3	\$150 · · · · · · · · · · · · · · · · · · ·
	China Sugar Co	a. 9,00	10.8	XQ \$ 10	00	5,895.5	C 419 % C	
i	H'kong Ice C	0. 1,2	50 \$ J	M2 10	008 - 15,2	00.9 60111	6 \$12 % fo 1832.	or \$150
•			4.			00 959		\$82
	H'kong Baker	9 6			50 8 4,0			877
i,	Luzon Sugar C	D. 7,00	00 \$ 10	00 \$ 10		2		
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tb.	и и 18	77 16,0		00 all	82	April & Oct		
	10	/ W. T.	MANAGED 7 IN	D 16 - 34 13	1		The state of the s	

+ Dividend for 1881.- To 30th April 1883.- T For year 1881.- | For half year ended 80th

June 1883 .- (!) And/or total dividend to date declared this year.

CLEARED. To-day's Advertisements Robert Dixon, for San Erancisco. Stillman B. Allen, for New York. Canton, for Saigon.

Elizabeth Childs, for Ilcilo.

Europeans, and 79 Chinese.

Jorgo Juan, for Manila.

and 200 Chinese

kok. 19 Chinese.

und 90 Chineso

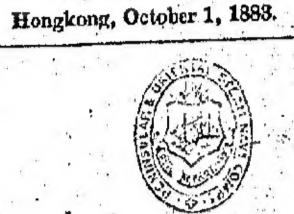
360 Chinese.

and 180 Chinese.

THE Public are hereby informed that the GOVERNMENT CONTRACTOR for the REMOVAL of EXCRETAL MATTERS from the City of Victoria has no control has he any right to interfere in any way whatsoever with private night men who are, or who may be employed by Householders. HUGH McCALLUM,

Sanitary Inspector. SANITARY OFFICE, Hongkong, October 1, 1883.

NOTICE. HAVE This Day ESTABLISHED myself as a SHARE and GENERAL



A. F. DE J. SOARES.

STEAM FOR SINGAPORE, PENANG. COLOMBO, ADEN, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE AND LONDON

Had light Northerly winds and fine wea BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA. N.B.—Cargo can be taken on through Bills Lading for BATAVIA, PERSIAN PORTS. MARSEILLES.

TRIESTE, HAMBURG, NEW YORK AND BOSTON. THE PENINSULAR AND ORIENTAL STEAM to port Easterly winds with confused sea. NAVIGATION COMPANY'S - Steam-ship DECCAN, Captain A. W. ADAMSON, with Her Majesty's Mails, will be despatched from this for LONDON direct, vid SUEZ CANAL and usual Ports of Call. TUESDAY, the 16th October, at 4 p.m.

winds and chopping sea. Cargo will be received on board until 10 a.m. on the day of sailing. Had fine weather with moderate N.E. winds Parcels and Specie (Gold) at the Office throughout. until 10 a.m. on the day of sailing. For further Particulars, regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STRAW NAVIGA-TION COMPANY'S Office, Hongkong. The Contents and Value of Packages are

required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading. N.B.—This Steamer takes Cargo and Pas-

sengers for MARSEILLES. E. L. WOODIN, Acting Superintendent.

Hongkong, October 1, 1883.

SHIPPING. ARRIVALS.

Sept. 30, Peking, British steamer, 954 Henermann, Shanghai Sept. 27, General. SIEMSSEN & Co. 14.7

Sept. 30, Jorge Juan, British steamer, 522, E. Thebaud, Amoy Sept. 29, General. -Russell & Co.

Sept. 30, Illis, German gunboat, 420, The Klauss, Shanghai Sept. 25. Sept. 30, Phra Chula Chom Klao, British Sept. 23, General.—Hor HING HONG. Sept. 30, Mongkut, British steamer, 859,

Loff, Bangkok Sept. 23, General. -- YUEN FAT HONG. Sept. 30, Europa, German steamer, 1003, The usual hours will be observed in closing

Joh. Schade, Saigon Sept. 25, Rice and Paddy.-MELCHERS & Co. Oct. 1. Esmeralda, British steamer, 395, G. Wright, Haiphong Sept. 29, Ballast .-

RUSSELL & Co. Oct. 1. Fugew, Chinese steamer, 920, Shanghal Sept. 28, General,-C. M. S. N. Co.

Oct. 1; City of Pcking, American steamer. 3129, G. G. Berry, San Francisco Sept. 1, and Yokohama, Mails and General. - P. M. 2.30 P.M. S. S. Co.

Oct. 1, Picciola, British steamer. 875. Amoy Sept. 30, General.-Bun HIN CHAN. Oct. 1, Livingstone, German barque, 531,

H. Steffens, Newchwang Sept, 18, Beans. _Stemssen & Co.

DEPARTURES. Sept. 30, Chi Yuen, for Swatow and Amoy. 30, Peking, for Canton. 30, Amoy, for Canton.

1, Iltis, German gunboat, for Canton. Saltee, for Hoihow, &c. Sherard Osborn, for St. John's. Kashgar, for Singapore, &c.

	Paid-	Reserve.		Closing Quo- tations, Cash.	and patterns ceases. 11 A.M.—Mails closed, except for Late Letters.			
į	S 125	[.43 \$ 3,198,336			11.10 A.M.—Letters may be posted with Late Fee of 10 cents until 11.30 A.M.—When the Post Office closes			
SO	T1.350	Tl. 538,285.1	Pl. 230,464.77 Tl. 75 Pl. 3,059.76 18 % \$ 164,271.00 \$ 45.50	TL 1020 0, 1	11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.			
50	\$ 25 \$ 50 \$ 200	10	Debit balance	\$105 "	Money Orders.			
	8 50	S 861.000	\$ 250.732.56 \$20 T	\$3524	1.—Money Orders are exchanged with the following countries:—			
	8 20	\$ 500,000	8 106,366.49 \$3.60and bonus proporti onate	874	Ceylon. India. Straits Settlements. Japan.* Tasmania. New South Wales. United Kingdom.			
N	8 7	8 200 00a	\$ 41,320.95 6%	\$ 125	Port Darwin. Victoria. Western Australia.			
	£ 1		Debit.	17½ % dis.	2.—The Hongkong Post Office also lastics orders on Shanghai, and vice versa.			
LO	o all			18 % prm.	3.—The commission is as follows—(according to the currency the order is drawn			
L2	5 8 12	5, \$ 18,000 ⁷ ³	\$ 2,083.04 4%	57 % prm.=	1 A PER CON AP H. DO			
		0 £7, 758.14.8	£ 1,144.18.9	\$80 p. share	1			
	08 10		5,895,56 \$8	\$185 n	22 20 20 20 20 20 20 20 20 20 20 20 20 2			
	0\$ 10	0 8 - 15,250	\$687.06 \$12 % fo 1882.	r \$150	4.—No Order must exceed £10 or \$50 (unless drawn on India, when £150 is the			
. 6	08	0 8 4,000	\$ 253.45 \$5	\$82 n	** TI IAN A-A Design TYPATTER TATIBLE BY U. BUWAR DE MONTO I -			
	08 10	0	\$ 4,090.65	877	I ha temper to the talk still still the temperature of temper			
		Rates of Interest.	Payable.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	the same payer, by the same \$50 may be re-			
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	0 all	8%	Feb.28 Ag. 31		The many transfer of the second of the secon			
	0 all		April & Oct.	2% prem.	I showed of and that colls, lux-continues			
Б()O all	8%	Jne16&Dc. 10		or Money Orders can be granted on Ports where there are agencies of the Hongkong			
E (Mi all	0.0/	June & Dec.	2.% prem.				

EDWARD GEORGE, Ekere Broker.

Not Responsible for Debts.

either the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkony Harbour :-CHARLES BAL, British ship, Capt. W. Watson. P. & O. S. N. Co. C. T. Hook, British steamer, Captain W

Jarvis -Thos. Howard & Co. CONCORDIA, Germ. 3-m. schooner, Capt. H. Ruter. - M. B. M. S. S. Co. FURNESS ABBEY, American barque, Capt. T. Marcy.—Master.

KHILEENA, British barque, Capt. Hugh Wallace. Moyer & Co. LERNOX, British steamer, Captain D Scott. Jardine, Matheson & Co. &c., Mrs D. Sayle and 2 children, and 650 Magic. British brig, Captain White.

Nicoya, British barque, Captain James Foster.—Arnhold, Karberg & Co. ROBERT DIXON, American ship, Capt. O. C. Young.—Messageries Maritimes. SARAH S. RIDGWAY, American barque, Per Kashyar, for Singapore, &c., 1 Cabin, 6 Second-class, and 263 Chinese. Capt. H. C. Townsend, -Chinese. SEA RIPPLE, Brit. 3-m. schooner, Capt Alfred Rickers. Siemssen & Co. SILVER EAGLE, British barque, Captain Richard, -- Wieler & Co. STILLMAN B. ALLEN, American barque,

Per Jorge Juan, for Manile, 2 Europeans, Capt. W. S. Eldredge. -Russell & Co. TETUAN, British barque, Capt. S. Hyne. The British steamer Peking reports Willowood, American barque, Captain Light N.E. winds and fine weather through Chas. A. Sawyer. Capi

> MEMOS. FOR TO-MORROW Shipping. Europe leaves for Marseilles, &c.

General Memoranda.

The British steamer Mongkut reports: From Bangkok to Cape Padaran, S.W. WEDNESDAY, October 3:mensoon with rainy weather, from thence Daylight .- Kwanglung leaves for Coast

The German steamer. Europa reports: THURSDAY, October 4:-Noon.-French Mail leaves for Ports of The British steamer Esmeralda reports Fine weather from Haiphong to St. John's Call and Europe. Noon - Oxfordshire leaves for Island, thence to port fresh Northerly

York. ATURDAY, October 6 :--4 p.m. - Thates leaves for Kudat. &c. Goods per Japan undelivered after th date subject to tent.

WEDNESDAY, October 10:-3.30 p.m. - Meeting of Members of the Hongkong Club. THURSDAY, October 11 :--

3 p.m.-P. M. S. Co.'s Steamer leaves for Yokohama and San Francisco. Per Kwanglung, at 11.30 a.m., on Tues-Tursday, October 16 :--4 p.m. English Mail leaves for Ports of Call and Europe.

HONGKONG DISPENSARY

Established A.D. 1841. 香港大藥功

A. S. WATSON & Co., FAMILY & DISPENSING CHEMIST WHOLESALE AND RETAIL DEUGGISTS, IMPORTERS:

DRUGGISTS' SUNDRIES, NURSERY REQU SITES, TOLLET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES MANUFACTURERS

beyond, vid Naples; to Baigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery, Madras, Calcutta, Aden, Mauritius, Soda Water, Lemonada, Tonic Water, Gingorade, Potass Water, Sarsarparilla Water, and other Aerated Waters. The Monufactory is under direct on continuous European Supervision. MAILS BY THE UNITED STATES PACKET. -

Hongkong, June 1, 1876. BIRTH. At Pootung, Shanghai, on the 24th Sept., Wife of C. C. GRAM, I.M.C., of a Son. The publication of this issue commenced

The China Mail. HONGKONG, MONDAY, OCTOBER 1, 1883

REUTER'S TELEGRAMS. SUPPLIED TO THE "CHINA MAIL."]

MR SHAW OF MADAGASCAR IN LONDON. LONDON, 29th September, 1883. Mr Shaw in London. He narrated his least, efficient as early as possible. Posting of all printed matter

Per E. E. A. & C. Telegraph Co.'s Line.

LOCAL AND GENERAL The S.S. Glenely left Singapore on the 26th

11.30 A.M. - When the Post Office closes inst.; due here on or about the 2nd 11.40 A.M.-Late Letters may be posted on board the packet with Late The O. S. S. Co.'s steamer Achilles left Sin-Fee of 10 cents until time of gapore on the 28th, inst.; due here on or about the 5th proximo.

press call for reparation.

THE German gunboat Illis left here for 1.—Money Orders are exchanged with Canton yesterday afternoon.

held in Shanghai on the 3rd instant, to consider the new Police scheme. 2.—The Hongkong Post Office also issues

> THE S. S. Goddrery went into the Cosmopolitan Dock to-day, and the steamers AL bay, Activ and Crusader are to leave the same Dock to-morrow.

WE are informed by the Harbour Master 4.—No Order must exceed £10 or \$50 that the typhoon announced on Saturday unless drawn on India, when R150 is the limit), nor will more than two such orders last to be raging N. of Luzon, yesterday crossed the provinces and seemed to be travelling to the W.N.W. 5.—Sums not exceeding \$50 may be rebetween the Ports of China by

of Postage Stamps, subject to a almost everything belonging to them, and landed in an almost nude condition, vessel has broken in two, amidships, every-No orders on Japan are issued at the British thing being washed out.

begun at 5.5 this evening.

Ir may be interesting to shipmasters know that a chart containing all the alterations which have been caused in the Sunds Straits by the late eruption of Mount Krakatoa has been received here by the Acting Consul for the Netherlands, Mr R. Buschunann, who will be most happy to show the chart to any shipmaster who may desire to

THE French gunboat Estoc has been lost on the voyage from Saigon to Haiphong. After she had sprung a leak she was taken

should be caught on Chinese territory.

tionary society.

A MENDICANT who was up before the Maristrate on Saturday last, and whose case was then remanded, died in his cell in the remand ward of Victora Gaol between and 4 o'clock this morning. An inques was held on the body at the Gaol at 2.30 p. m. to-day before Mr. H. E. Wodehouse Coroner, and a jury consisting of Mr. J. Shuster, F. M. Gutierrez and J. M. do B. sario. Medical evidence went to prov that deceased died from syncope caused l an obstruction of one of the vessels of the heart communicating with the lungs. The pericardium was also inflamed, probably through the effects of cold and exposure The deceased appeared to have been an old opium smoker, but this did not, according to Dr. Ayres' evidence, in any way accelerate his death. The jury returned a verdict of death from natural causes.

A most deliberate attempt appears to have been made by some miscreants last night to set fire to the house of Mr Stainfield, situated next to the Temperance Hall. A narrow passage separates the two buildings, and is evident that the would-be incendiaries went down this alley, and placed a bundle of rags, soaked in kerosine or some inflammable liquid, against the wood-work of window there. The wood-work was burnt through, but the rage fell on to a stone window-sill, and there fortunately burnt themselves out, without doing further damage. From the spot selected for this attempt at incendiarism, it seems to have been the work of some one quite unac quainted with the plan of the house, as the rascal picked out the room best capable o withstanding a fire.

THE Volunteers paraded to-day in fairly creditable numbers, there being over fifty members of the corps present, and the following officers :- Colonel Crawford, R.A. Commendant, Captain Francis, and Lien tenants McCallum and Mosely. After the men had fallen in, they were distributed in sub-divisions and half-batteries. There was a promising attendance of recruits Colonel Crawford addressed the corps briefly explaining that the drills for the approaching season had been arranged with the view of suiting the convenience of those concerned. He hoped to see good attendances, especially from the recruits; who A crowded reception has been given to should buckle to and render themselves, at ill usage in Madagascar and the London for the ensuing drills were then read out, and the parade was dismissed. A considerable number of the absent members had sent reasonable excuses for not being

ult: at the Government Civil Hospital, on which had been sent up to Canton for the the body of a coolie named Ah Pochee, who use of the European residents on Shameen, died from the effects of a blow in the ab- were distributed, so that if any attack domen from the handle of a winch, at the is made on the Settlement the foreigners Hungham Dock, was to-day concluded at will not be entirely without the means to the Magistracy. Mr W. L. Scott appeared protect themselves. A SPECIAL meeting of ratepayers is to be to give evidence on behalf of the Hongkong A conclave of all the Captains of men-ofand Whampos Dock Company. The ac- war in Canton has been held on board the cident was owing to all the coolies, who Swift. A system of signalling was decided Norice was given in St. John's Cathedral were working on the winch lowering a boil- on among the Commanders; and an aron Sunday that during the month of Octo- er, suddenly deserting the handles of the rangement was also come to as to the number there will be no sermon at the evening winch as the 12 o'clock bell sounded and so ber of men each ship would land in a case sending the handles round rapidly in the ofdire need. The Swift was to land twenty other direction. Orders were always given fivemen, the Palosthirteen, and the aggregate to the foreman coolie to stack a guard was to be one hundred, so that Shameen chain round one of the rollers, so as to would not be altogether unprotected. The stop the revolutions of the winch in the Swift was also to land a gun event of the pressure being taken off the Logan is now on board the Swift, and handles, but on this occasion this precaut the probabilities are that he will be brought tion had not been taken, the foremen not down to Hongkong for detention in Victhinking it necessary. A verdict of ex- toria (isol as soon as practicable. It would have been folly to have left him on the cidental death was returned by the jury.

THE S.S. Polyhymnia is to discharge some We learn from a later telegram regarding heavy gons at Shanghai. Two of these the loss of the Chocorna that all hands lost weigh shout ten tons each, while aix others the death of Mr T. H. Mawhood of Shangare about six tons each; they are manufact hat. We presume that this refers to Mr tured by Messus. Krupp, in Essen, for the Chinese Government, and will most likely F. Mawhood, formerly proprietor of the be used for the Yangtze Guard Boats, that Home Repository on the Scooksw Creek. have lately been launched .- Morcury.

THE delivery of the American mail was DR. Doberck, who returned to-day from his trip to the Northern ports, brings the satistactory intelligence that matters meteorological have a very satisfactory aspect there and that it should be only a matter of time before there is a system of proper observation put into good working order along the coast. It appears that some ten years ago it was decided that the Customa officials at the ports should be provided with suitable instruments, of English make, for melecrological observations, but that owing to the want of special ists, little or no use has been made of

them. Dr. Doborck went up as far as in tow by the Drac, but the tow line parted Hankow, carofully studying the configu and it was found impossible to save the ration of the country. He contemplates vessel. The crew were taken on board the leaving Hongkong this week for Formoss; Druc. The Estoc was one of the oldest where, at South Cape, a self-recording gunboats on the Cochin-China station and station is to be established. To verify the would never have been brought into use instruments, to draw up plain but minute again but for the present exigencies of the instructions, and to train observers, will take some little time, especially when one learns that the new Astronomer has selected A PROCLAMATION is being posted up in the some fifty places for observations, and Chinese quarters of this city, issued by the submitted the list, for approval, to the Viceroy of Canton, warning Chinese sub- Inspector General of the Imperial Maritims jects in Hongkong to have nothing to do Customs. A station is suggested for Hair with the Sam Hap Ui Society, one of the phong also, and with the very caretive many semi-political societies in existence observatories already in Manua and Japan, throughout China, and notifying all members a large field of labour is thus marked out, of the society in this Colony that they will and there can be no doubt that the result be in danger of losing their heads if they of collecting, ravising, and publishing, the news thus obtained will be of material use We are informed that the organisation of to the shipping community. Pere Dechevthis society, so far as the members residing rens, of the Siccawei observatory, known in Hongkong are concerned, is more on the for his good works on snemometry, and footing of a friendly or mutual benefit asso- vertical motion of the wind, will be only ciation than that of a political or revolu- too glad to assist to the best of his power, A THLEGRAM was received here yesterday

from the office of the E. E. A. & C. Telegraph Co., at Bolinso, to the effect that the American thin Chocorua, Captain Locke, bound from Hongkong to Hollo, was wrecked on Saturday lest, on a reef half way between Balingasdy and Boliuso; one man was drowned and the ship was gradually breaking up. The following additional information, sent from Cape Bolinag at 0.30 p.m. to-day, has been kindly placed at our disposal by the Superintendent of the E. E. A. & C. Telegraph Company; - Captain and mate gone to wrock. Name of man drowned, Charles. Vessel struck reel about 8 p.m. on Saturday. Captain and crew landed yesterday morning, after hanging on all night to channels (1) of ship. Sneyd (a clerk in the Company's office) just returned from wreck. He says one side of it has gone, foremest alone standing. - At present crew down at village, staying at Don Miguel's house, captain and mate staying here, but at present gone to wreck, and probably will not return till this evening. The Chocorus met with a misfortune in the Mindoro Straits while proceeding from Kobe to Iloilo in ballest, and had to put into Hongkong for repairs. Having been properly repaired, the Chocorua left here for her original destination on the 26th ultimo. This she was fated not to reach, and she is now a total wreck on the coast of Luzon. Her destruction has probably been accomplished by the typhoon which is reported to have been raging on Saturday last to the N. of Luzon.

Rumouss of the wildest and most extravagant hature as to the condition of things in Canton have been flying around the Colony the whole day; but, as will be seen from our Canton correspondent's letter in another column, nothing serious had, up to the time of his writing, happened to the Europeans in that somewhat agitated city. Before elevers o'clock, rumours were floating round that the houses of the Customs' officers on Honani had been burned and two of the Customs officers killed; but it is evident that neither of these statements can be true. In the first place, atl the Customs officers residing on Honam removed to Shameen on Saturday night in consequence of the Vicercy having sent a message to the Commissioner of Customs saying that he would not be responsible for the lives or safety of foreigners living in Honsm; and, in the second place, the Hankow, which arrived here at five o'clock this afternoon, only left Canton at ten minutes to ten, and she brings no intelligence of any such an event having happened.

On Friday afternoon, before the verdict An inquest, which was opened on the 27th | in the Logan trial was given, the arms

Wis have received a telegram announcing

tive paper on Saturday, stating in effect that, according to advices received from Shanghai. the country all along the Yangieze is rip for rebellion. As we then stated, this is statement deserving of serious attention if it be true. A paragraph in the N.-U. D. News, received yesterday, corroborates the assertions in the native paper to some extent. Our Shanghai contemporary 4278:-"A bad spirit prevails not only in th capital but all over the Liang Kuang, whose communities are honeycombed by seoret societies, which are founded on, if they do not actually reproduce, the dreaded Triad Associations. The feeling prevalent in the Kuang provinces is distinctly antidynastic, and although we have no facts before us it seems not improbable that there are connections between the disaffected the Linig-Kung and the disaffected in the Leang Hu. The state of feeling in the Liang Kuang cortainly greatly slarms the officials of the provinces, who now know that the configurations of last autumn in Canton were the work of a secret society. Of course the dispute with France has increased the troubles with which the Vicercy Chang has to cope." . In connection with these statements, the disturbances that occurred recently at Wuchang and Hangehow. which were distinct and unquestionable. risings against the authorities, have to be borno in mind. There can be no doubt that the secret societies are extremely active at the present time in China, and, if a fitting opportunity occurs, the developments the machinations of these societies may assume may be both sudden and startling. The native paper from which made the translation adds that "the energetic preparations for war which are going on both North and South, although they may be estensibly to provide against a possible invasion by France, are really intended to ward off a general rebellion. This is throwing rather a new light on the extensive warlike preparations upon which the Chinese Government seems to have embarked. The amount of credence that may be placed in these native statements we are unable to state; they may be utterly baseless, like a large proportion of the reports that come from Chinese sources, or original arrest, and several officers of the there may be underlying them a foundation of truth so extensive and important as to cause Europeans to take quite a different capture. view of current affairs' in China from what they do at the present moment.

RETURN of Visitors to the City Hall Museum for the week ending 30th Sopt. :-

European. Chinese. Monday. Tuesday. Wednesday, Thursday, Friday, Baturday Totale, 181 Grand Total, 2,708.

THE Saigon Independent publishes the following telegrams

Paris. September 17. In consequence of the offer of mediation made by England, conferences have taken place at Lord Granville's house in London between M. Waddington, ambassador for France at London and Marquis Teeng, the ambassaflor for China in Europe. hope to arrive at an amicable solution. Some battalions of Algerian tirailleurs will leave on 25th Sept., for Tonquin.

A MARINE Board of inquiry was held at Sydney on the 24th July into the circumstances attending the stranding of the steamor Catterthen. It appeared that on the 14th August the steamer left Darling Harbour on a voyage to China. At the Heads she had to wait two or three hours for the health officer and some Chinese passengers, and it was asserted that while doing so the flood tide caught her bow. rendering her unmanageable and driving her on Green Point, Watson's Bay. The only injury done was to the forefoot of the vessel, and this caused her to be detained for two weeks. The Board found that the stranding occurred in consequence of the wrongful act of the master in not anchoring, and they cited Captain Binstead to appear before them on Monday next to show cause why his pilot's certificate should not be suspended or cancelled."

Tax & a. Peling, Captain Huermann, which we announced as being in collision with the sailing vessel Mount Lebanon, has arrived at Shanghai from Hongkong. The damage done to the Peking is for the most part confined to parts above the apar deck. Her upper plates on the port side for about 30 feet have been bent, and will have to be replaced. All the bulwarks from the mainmast to the stern have been completely carried away. The fore part of her cabin is also stove in, and this has been temperarily provided for by a wooden partition. The damage has been estimated at about \$6,000. Some slight repairs are being effected here, but she will go into dock at Hongkong. The damage to the Mount Lebanon is so great that she will have to be laid up for some time. She is at present at Whampon.-Shanakai Mercury.

THE Swedish frigate Vanadis is expected in these waters next year, with His Royal case of the Margaret Mozham, where a com-Highness Prince Occar, second son of the King of Sweden, on board, as lieutenant. de paisseal. The Panadis, which is commanded by Commodore O. Lagerberg, a legitimate mode of proving the laws of very distinguished officer, leaves Cariskrons foreign country, instead of resorting to the the 1st December, probably for London. whence she will proceed to Brazil and Le | by the evidence of captains of ships, the pilot Plate, passing the Straits of Magellan as far and certificate not upon oath, but the certias Valparaiso. She will then go to the ficate certainly of a high official in Saigon Sandwich Islands, and come to Hongkong, forwarding the text of the French law Hongkong as compared with the severity of calling at Japan on her way. The ship's which he certified to be in force in Saigon. commission is for eighteen months. A and which there was no ground for believ ementific expedition will also come out by ing was incorrect. If the respondents' anher, and an Inspector of Consulates, com- swer had definitely stated their defence. missioned to make a report upon Swedish | they might have compelled the promovants commercial interests abroad. There has to reply, and that reply would have had not been a Swedish man-of-war in these either to have admitted, or taken issue waters since 1855, N. C. D. News.

CORRESPONDENT of the China Mail, pelled to decide the question that the evid of formation in the Colony, contrasts the of Saigon, pilotage was compulsory, that a

enquiries on that point from friends here before making investments -N. C. D.

A very important capture has been made down the river by a native detective. It is well known that for years past the Telegraph Companies have suffered most serious losses from the frequent cutting of the cables between Shanghai and Woosung. It appears that the materials of the cables are sold to native metal-workers, who manujacture the steel wire into nails and the copper into various utensils. The detective succeeded in seizing a boat having in it two fishermon possessed of various implements used in outting and carrying away portions of the cables. The men were brought up to the Mixed Court and charged before Chen and Mr Hans with the robbery and wilful damage, when they admitted having sold twenty piculs of cable for \$2.40 per picul. But the importance of the capture consists, not so much in the bringing to justice of these two offenders, as in the light which it has already thrown and is likely to throw upon a systematic course of robbery which has entailed losses of many thousands of dollars on the Great Northern and Eastern Extension Telegraph Companies. The captured men have already given information as to two other boots and eight other fishermen engaged in the nefarious business; and enquiries have led to the discovery of 200 piculs of cable at a shop in a villago called Tong-ka-jao, on the Pootung side of the river, between this and Woosung. Mr Hass considered the case of such importance that he remanded the prisoners in order that the matter might be reported to the Senior Consul and the Taotai, and that the two companies might communicate with the Consuls of their respective countries. England and Denmark. At the same time the Taotai was requested to despatch a minboat to Tongka-jao for the purpose of seizing the stolen cable and arresting the persons concorned in the systematic robbery. Representatives of the Eastern Extension and Great Northern Telegraph Companies went into the city and had an interview with the Taotal, and a gunbout was des atched to Woosung for the purpose of arresting the culprits. The gunboat had on board the Municipal police detective who made the Paotai : but it is feared that the thieves and receivers have had notice of their appronch, and that some of them will evade

SUPREME COURT. IN ADMIRALTY. (Before Sir G. Phillippo, Chief Justice.) Monday, Oct. 1:

BENALDER V. ATHOL. In giving judgment in this case this forenoon, his Lordship said the suit in this case was in respect of a collision which took place between the steamships Athol and Benalder in Saigon river. The Benalder was lying at her moorings when she was run into by the Athol. No attempt had been made to show that the Benalder was to blame in any way, the sole defence set up at the hearing being compulsory. pilotage, or, in other words, that the owners of the Athol were relieved from all responsibility because they had been compelled by the law of Saigon to take a pilot on board who was, by French law, empowered to take charge of the ship, and was so in charge when the collision cocurred. This defence was not distinctly raised by the pleadings, and his Lordshi thought if the answer had been objected to, the above defence would probably have been struck out, and the answer would have had to be smended. The promovents however, made no objection to the answer, nor did they reply, and indeed upon the hearing, it was found that the case had been set down for hearing in an incomplete state, the parties not having expressly declined to write further as provided by the rules, nor was any concluding act entered into as was also required. might therefore have disposed of the case on the ground that the defence of compulsory pilotage had not been properly raised on the pleadings, but this he should have een unwilling to do unless he had found ie was absolutely obliged to do so. With regard to the evidence us to the law of Saigon it was laid down by Dr. Lushington in the case of the Peerless v. Lush, page 41 of Lushington Admiralty Reports, vol. I., had a compulsory pilot on board yet that hat in matters of evidence, attention had to be paid to the great distinction which provailed between the description of causes which came under the cognizance of the ship. His Lordship therefore pronounced Court of Admiralty and those of other in favour of the Benedder against the Athol Courts. The cases over which the for the damages sustained by the Benelder, Court of Admiralty exercised jurisdiction with costs. occurred in all parts of the world, on the high seas and in remote places, and in order Registrar. to carry the well known and confirmed prin-

ciple of levato velo into effect, the Admiralty Jourt was accustomed to receive evidence which would not have been admitted in other Courts. For instance, attidavite sworn almost in every way, before justices of the peace, commissioners in clearing and ac forth, even evidence not on oath, were admitted. So, from the necessity of the case. all parties interested were, contrary to the laws of other Courts, at the time, admitted to give evidence in causes of collision, salvage and others. Since that judgment. however, the question has been answered in other Courts, more particularly in the House of Lords. There could be no doubt that the proper course was to obtain the the city and suburbs like wild fire and evidence of a skilled witness or witnesses. and where possible, to have such witness of witnesses produced at the trial. In the mission to examine witnesses in Spain as to the law of Spain was refused. In this case. his Lordship saw no reason why the impugnants did not avail themselves of the upon, the law of Saigon. His Lordship thought that probably if he had been com-

ence objected to was rightly admitted, and

if he had he would have been justified in

coming to the conclusions, that by the law

WE published a trapslation from a local na- ice machine. He writes in perfect ignor- charge of the ship; that the pilot did so on Council saw the need of oxtra vigilance and ance of the quality of the machine which this occasion, and that he was actually in was supplied to the Shanghai Company, charge, commanding the ship at the time That triumph of American mechanical skill and immediately before and after the collihas swallowed up more than the 7,000 or sion, and from and before the time there 8.000 dollars more than its cost which is to was any risk of a collision. This would be paid for the Hongkong machine. Hence have absolved the owners of the Athol in a great measure the present market from any liability if the pilot's orders rifles were handed out, the majority of the value of the shares. Tis. 45 on Tis. 100 had been duly carried out. But it was residents being already in possession of The prospectus of the new innecessary for him to give any decision on Hongkong Company says that the patent, the point because he had been advised by system which they purpose to adopt has the mutical assessor who sat with him on been introduced here with most satisfactory the hearing of the case, and he was of results. Intending applicants for shares in opinion that the pilot's orders in respect the new Company had better make some of the working of the engines, for some reason or other, were not promptly obeyed. His Lordship then read over parts of the avidence and commented on the same. he said, the Athel left her anchorage about 7 o'clock, and, the Benalder was then a mile up the river, as was stated, it would have taken a little over 17 minutes to have got un to her, the athol going at the rate of 34 knote per hour, the speed given by the Captain, and it was possible that the collision might have happened under the circumstances described in the answer if a little allowance were made as regards time. the times given; in the engineer's log were correct, viz. that the engines commenced working at 9.10 p.m., and stopped at 9.15 p.m.; and then went easy astern. half speed astern and full speed astern, immediately after the other, it seemed impossible that any collision could have occurred if the Benalder was a mile shead when the Athol started, as even if she was going at the rate of 3 knots an hour, which seemed somewhat excessive for the speed "easy shead," she must have been fully two-thirds of a mile distant from the Benalder when the order to stop was given. was, therefore important to ascertain what time the Athol left her moorings, at on Sunday morning at 10 o'clock that the what rate of speed the was going, at what community might know the sound theretime the respective orders were given, and of. Notice was sent round to the reat what time the collision occurred. After reading the statements of the various witnesses as to the times, his Lordship said the conclusion he came to was that the Athol got op her anchor about 9 o'clock, and that she commenced to go up the river at 0.5 as the chief officer of the Athol said. The Benalder was distant about mile up the river. The chief engineer stated, in his log-book, that the order What was our surprise about 10 o'clock to to stop was given five minutes after they started, and so did the second engineer. In his evidence the chief engineer said it was thought the steamer was going a little more than three knots an hour. Taking it as three and a half knots, as the master said it was, it would have taken them without any stoppage till 9.23 before they got up to the Benalder, and yet they said in their preli minary act that the collision took place at 9.20 notwithstanding the stoppage. The pilot must have been mistaken in considering they were only going two knots; as it would have taken them until 0.35 to get up to the Bualder without stoppages, and the collision must have occurred some minutes before that time. He was inclined to think

that the rate of speed was three knots. as the ship would have reached within 350 yards of the Benalder at 0.19. Whether three or three and a half knots was a speed justified by the order "casy ahead." his Lordship was not prepared to say, but it have assumed her rate would not exceed | number of heads of supposed conspirators | most difficult to rouse it out, so as to get at 2 km .ts. His Lordship thought, and he was: so advised, that with the way the Athol however, the plut existed chiefly in the therefore not completed till the 22nd inst. must have had upon her, and considering she was deeply laden, that the order to stop her would not alone have prevented a collision, but he thought and he was so advised, that if the order oasyastern, as given by the pilot, as the master stated, when the Athol was from 300 to 325 vards distant from the Benelder had been promptly obeyed, the collision could not have occurred. The evidence on the port of could not be reconciled with the evidence of those who were on deck, and one could arrive at no other conclusion than either that the messages were not properly transmitted to the engine room or that they were either unnoticed or unattended to when transmitted. With regard to the contention of the impugments that the pilot should have stopped the ship when the master advised him to do so. his Lordship said in the first place he was not clear that even if the master had given any advice the pilot heard or understood it. He was in charge of the ship, it was at a rather critical period, and it was quite possible he was more occupied in attending to his buainess than in considering what any one was saving to him at the time in a foreign language; and in the next place the pilot was accustomed to the river constantly taking up and down ships, and, his Lordship presumed, turning them. With regard to the point that if the engines were not reversed in time, it might been caused by inevitable accident. that defence had not been set up in the pleadings and proved. In the result, his Lordship held that the Athol was wholly

fault on his part, but was caused by some default on the part of the officers of the The damages were to be assessed by the Mr. J. J. Francis and Mr. H. M. Baily instructed by Messrs Sharp, Toller and Johnson, appeared for the promovants; and Mr E. Mackean represented the Attorney General (the Hon. E. L. O'Malley), who appeared for the impurpants at the hearing, and who was instructed by Mesars

to blame for the collision, and although she

the collision did not occur through any de-

Canton. (From our own Correspondent.)

Brereton. Wotton and Deacon.

Monday, Oct. 1

The result of Logan's trial has apread in greatly exasperated the Chinese. They do made to understand that the most irrefrative papers supplied their readers with court reports of the leniency of English countrymen a great service.

The people in the streets are very exreached us on Saturday. The Customs' officers living on Honam were threatened, and some of them were told that their houses would be burned down that night. I hear that the Vicercy himself requested that the men should be removed to a safer cost thereof with the cost of the Shanghai | pilot on going on board takes complete | locality. The Consula, and Muncipal

a mote was sent round early in the afternoch, informing residents that they could be provided with arms and amounition; on. applying to the British Consulate. Over 20 firearms. A largely attended Council war was held in the Club Library at 0.30 p.m. presided over by Mr A. T. Duval Baron Von Ketteler was placed in command of the volunteers and defensive arrangements were made in case of an attack. Patrol parties were told off to do duty round the settlement during the might (Soturday) and again last night. Everthing was ready on board the gunboats and landing parties from the different vessels had positions on shore marked out. House boats were also in readiness to take off the foreign residents living down the

Of course no trouble came, nor is there any serious apprehension of any danger to the settlement with our present fleet gunboats, and a German-gunboat expected in a day or two. The Polos alone. I hear, has guns that act like mowing machines upon mobs. The tragic and comic elements of our life here just now are very strangely blonded. We were told on Saturday night that the fog horn would be blown be startled. Some of us ignorant ones looked forward to the appointed ing blast was expected to be heard reverberating through the Western suburba. see a person passing along with a bellowslike apparatus and to hear a scarcely audifrom seven to ten minutes and that he ble sound, like unto the bleatings of an expiring ram! Half the community did not hear any unusual sound whatever. The effect upon those who did was very ludicrous and the fog horn as a note of alarm is pronounced a failure.

Hankow.

Rumours have apparently reached you thout an expected rising here and at Wuchang on the part of the White Lily conspirators. They have been much exaggerated, though by no means baseless.

were cut off. So far as I could make out, the damaged parts. The repairs were imagination of the mandarins and people. when the entire cable from Shanghai to But there is a sect which professes to desire | Wladivostock was handed over by the Conhave given out the approach of a time reparations had been made for a rising, or that there was the slightest mossibility of success had they unfurled their banners and declared that the day of vengeance was

at hand. After a week or so of groundless panic, and fifth of whom were probably quite innocent." the excitement died away, and it was given out that the outbreak had been postponed till the 8th moon. This date arriving in due course and the attention of the public being drawn to the old ramours by the appearance on the scene of six prisoners who had been arrested in Honan for supposed participation in the plot, a report was soon diffused that the great event was now really going to happen, and the Midautumn Festival was naturally pitched on as the date: However the 15th has come and gone without any signs of a disturbance, and up one is much the worse though the Tac-thi and other high officials were kept for several hights out of their eds solemnly parading the streets in their sections. The troops also were kept under orms, and the Fire Brigades continued hard at work numping water on all exposed woodwork lest it should be set fire to. Some inid people were alarmed: revolvers were carefully leaded, and the Consuls and authorities generally were abused because there was no gunboat. . Then the rain came, and calm once more prevails. Of the six prisoners above referred to. one; on being interrogated, promptly de-

clared that he was one of the heads of the conspiracy, and that he rejoiced in the title of the Northern King; further, that he was aunreme in this part of the country, and had many tens of thousands of troops ready a luvatic and imagined all this, or whether he spoke ironically, is not known; but he has since lost his head. Against the others there appears hitherto to have been no evidence. A coolie in the Indo-China Navigation Co.'s employ was also denounced by an anonymous informer as a local-leader of the movement, but though promptly. arrested nothing more suspicions has been discovered ingainst him than that he has

Tientsin.

The Chinese are languidly driving piles and casting baskets of earth into the brea in the river bank, while the great volume water is still pouring out on the S.W. plain. undermining the rampart, flooding hundreds if not theusands of acres of land, and causing untold distress.

Fortunately the flood came late, and most of the kaoling was well hended and almost tipe, so that most of the peasantry will have the staple food in sufficient quantity to provent starvation. But distressing account reach us of houses down, and neonle huddled together on their ruins or other small elevations, and on the roofs of buildings still standing, in mat sheds or under mat awnings—the pigs tied together and then tied to a stake or a door-nost to keep them from swimming or drifting away. villages are half in rains, and the streets turned into water ways. As the winds are

Most of that caused by the break above. reforred to, could easily have been prevented by a little timely care, vigorous effort. and the expenditure of a small sum of

The British and French Ministers arrived unusual disturbance in our dull villago. N.-C. D. News.

THE GREAT NORTHERN. TELEGRAPH.CO. Mr. Henningsen has handed to the N.

C. D. News the following paper for publica-The duplication of the Great Northern Telegraph Company's cables between Shang hai. Gutziaff, Nagasaki and Wladiwostock for removal. Acti such as those cannot be has been successfully completed. The total defended, and naturally provoke reprisals. length of the duplicate cable is 1,204 nautical miles. From Shanghai to Gutzlaff 60 sidents on Canal Road lest they should miles, from Gutzlaff to Nagasaki 427 miles. and from Nagasaki to Władiwostock 767 miles. The cable has been manufactured and laid by the Telegraph Construction with curious interest. A deafening howl- and Maintenance Company of London, the most celebrated cable manufacturors in the world, and is constructed on the latest and most improved electrical principles and of such a type as the Great Northern Telegraph Company's long experience in Eastern waters have made it advisable to employ The conductor consists of twisted copper wires weighing 180 pounds to the mile The insulator is gutta-percha weighing 200 pounds to the mile. The outer protective costing is made of stranded steel and iron wires, the deep sea cable weighing alto accepted the invitation to attend the Congether 2 tons per mile, the shore ends 10 tone, and the lieavy river cable, laid between Woosung and Gutzlaff, which contains three conductors, not less than 10 tons to the mile. The cable has been laid by the Telegraph Construction and Maintenance Company's Ships the s.s. Scotia and the s.s. Sens under control of the Great Northern Telegraph Company's engineers. The laying of the cables from Wladiwostock to Gutzlaff was completed without hitch of any kind, but unfortunate-The following gives the true state of the ly the heavy river cable was wilfully injured by Chinese, 19 miles below Woosung, the Some months ago a panic prevailed here | very day it was first laid, and the repairs with regard to an expected outbreak of have been both difficult and costly, as the certainly seemed to have been a rate which some religious sect spread throughout this cable was found so deeply imbedded in the the pilot did not expect as he appears to province, Shantung, and Honan, and a mud a few days after, that it proved to be

> the return of China to the pure faith of struction Company to the Great Northern antiquity, -which worships (Heaven) Telegraph Company in perfect electrical condition. According to the agreement and whose members are much exercised between the two Companies the Construction at the corruptions of these later days; and Co. guarantees the cuble for thirty days it is onite possible that to cucresse their after complet on, for which purpose the s.s. influence over their followers the leaders Seine will remain that period in China or Japan. The total cost of the duplication is when both they and their adherents would upwards of £300,000. The Great Northernand as the China and Japan traffic will be distributed between the lines, the northern route will offer special facilities as to speed and safety. The Great Northern Telegraph Company's system consists of two cables from Shanghai to Wladivostock where the the execution of about a hundred people, a Russian landlines are joined. These run for a distance of 0.6 5 miles in a line nearly due east to west through Asiatic and European Russia, passing among other cities Stretinsk. Irkuterinenburg. Kasan, Bloskow and Petersburg, to Liban on the Baltic, where they again join the Great Northern Telegraph Company's cables to Donmark, and from thence by | tod on being transferred to the tug. two cables to Newcastle on Tyne and Peterhead in Scotland. From Newcastle the Company work their own landlines direct to London, which they rent from the British Government. A telegram from London to Shanghai is ordinarly retransmitted about twenty times from station to station. The Russian Government at all the head stations employ Danish operators for the Japan and China traffic. When the Company's two old river-cables, which have been lately wilfully out by the Chinese, are repaired, there will be very little fear of it ever again happening that Shanghat is out off entirely from communication with the world, as the Commany then have no less than three will different cables to Gutzlaff, and thence two distinct lines, all the way London: the new cables having, of course been laid at such a distance from the old ones that an accident to one will not affect the other, whilst the route to Hongkong and south is covered by the Great Northern Telegraph Company's cable to Amoy and Hongkong, and by the Eastern Extension to rise at his command. Whether he was | Telegraph Company's cable to Fouchow and Hongkong.

> > SEIZURE OF ONE OF THE YOKO HAMA OTTER-HUNTING FLEET

(Japan Heruld.) The Russian Government seem at last to be taking stops to protect their seal and sea | and the pilot-house snapped like a pipe-stein otter tisheries in the north. Whether in and toppled over into the water. About ternational law will bear them out in all fifty people lost their lives. Some were been for some years in the habit of leaving the steps thus taken, we must leave the blown into eternity, and others met their the godown where he was employed at four Powers interested to decide, but the me- deaths by being drawn down with the whirlthe afternoon and not returning till next asures now being enforced certainly do not | pool caused by the sinking of the yessel. day at ten o'clock. At first two squares of lack energy. There is no doubt that there Those who were floating or swimming about linen, cumningly embroidered and supposed is much in favor of the Russian view of the in the river were picked up by the tags and not understand English law and cannot be to be badges of office, found in his posses case, as the few inhabitants of the islands row boats that came to the rescue. Three sion, were regarded as full evidence of his to the north are almost entirely dependant | bodies were also brought in by boats. Mrs. complicity; but also they turned out to: on the produce of their seal fisheries for Sisson of Tarrytown, N. Y., and an ungible evidence of guilt are required before be of barbarian origin, being used as table their means of livelihood, the skins being known man, whose body was taken to the a man is condemned to death. If the ma- consuments by his barbarian employer, and collected at specified times by the Alaska Morgue. A boy, whose identity has no: known in the barbarian tongue by the name | For Company, who have-like the Hudson's | vet been ascertained, was also taken to the of doyleys The other information given Bay Campany in North America in former Morgue, little information on English criminal law to the authorities has equally failed to times-a monopoly of the fishing. Upquestionable mode of attempting to prove it and gave a few examples from your law bring out details of the plot. The con- wards of eight years ago a natice was issued spirators were said to be hidden in large forbidding whaling vessels from tishing of United States dishing vessels which or numbers in the Examination Hall; but on within three miles of the shore, or even rived here last night report a violent storm. juries in dealing with Chinese criminals in the statement being investigated the pre- from landing without permission, and since on the Great Banks Sunday last. A gale mises were found to be in the sole and the advent of the fleet of sealing vessels rose from the eastward at 8 A. M. when a undisputed possession of three cats, whom which now sail yearly from Yokohama, this hundred dor es were away from the Vessels native tribunals, they would do their fellow it was sourcely worth while decapitating has been supplemented by mother one, overhauling the trawls. Capt. Hillier reports Another place was indicated as being in which was issued from the Russian Con- scores of deries were turned unside down. use by the conspirators as a storehouse for sulate here in November, 1881, and was and wreckage was strewn in every direction. provisions. A rigorous search was accor- published in the newspapers. This forbids, along his track coming westward. A French cited and the most alarming rumours dingly instituted, but nothing was found vessels from fishing absolutely, at certain bark lost four dories and all the crews. there except a pork chop and half-a-dezen places, and at others without the license. It is computed from all sources of informasweet polatoes. Every one however is on of the Governor General of Eastern Sideria, tion that one hundred deries and eighty the elect, and by and bye you will no doubt and vessel breaking the regulations are men were lost in the storiu. Most of the hear of the dreadful rebellion that was liable to scisure and confiscation, either by duries were swoot by waves from the suppressed by the vigilance and energy of men-of-war, or by certain merchant vessels schooner decks, and the remainder collapsed Achilles. the authorities, who will be recommended ion board of which military detechments in the sea for promotion in recognition of their services | would be placed. It is doubtful, however, to the State at this momentous crisis. - whether much attention was ever paid to these notifications, and last year the crew Canal is being pushed forward with great Ajax (a)

of an American schooner, the Diana, was lenergy. The total number of workmen is fired upon, and some of her men latted. whilst intelligence has just been received in the Consulate of the seizure of all English proving daily. Although this is not a vessel the Ciome. It appears, from information from the captain, that the schooler, on board of which was one of the owners, of cases of the Canal working does Mr. Snow, landed some men on Beliring Island for the purpose of taking scals. of the excellent stens of precaution taken The fishing party were, however, driven off by the company. There is little reason to by the natives, leaving one of their number. the second mate and hunter, in their hands. Next morning one of the armed steamers mentioned in the notification, hove in sight, sent an armed party on board,

and took out of her all her catch, her rifles, and fishing gear, and ordered her to proceed to Petropavioval. Under these circumstances the Olome was making her way to Petropaylovsk to enter protest, when another of the cruising vessels came in sight, and seizing the schooner towed her into harbour. She was afterwards beginning to blow, and the cold weather taken to Vladivestock, where she now will soon be on us, the suffering must, romains, and her crew are detained as prisoners. These are, we understand, the facts as reported, and there will no doubt be an enquiry into the matter, but prima facie, the Russians have right and justice on their side. The Otonie was fishing in Russian territory-presumably without a licenseand was therefore liable to seizure and confiscation. Besides the actual facts admitted on the present opension, the Russian authorities have, we understand, evidence of other acts, which would be looked upon as piracy, more especially on one particulat occasion, whom a number of the otter hunt ing vessels joined together, and after land. ing about one hundred well-armed men; over-awed a small party of Russian soldiers who were on an island, and then proceeded to break open a godown, and carry off the skins which were stored there in readiness We do not mean to insimuate, for one monent, that the Otome was mixed up in any such proceeding as that alluded to her owner is too well known here. but there is no doubt that she was acting illegally, and even the plea of want of knowledge of the law, would not be vided in any court in

ARRIVAL OF THE AMERICAN MAIL

Christendom.

The Pacific Mail steamship City of Paking arrived here this afternoon with mails from

San Francisco up to the 4th September. Melbourne, August 23. - Ten colonies have ference here shortly, to discuss the question of the annexation of New Guinea and other

islands of the Pacific. London, August 26 .- A collision occurred at three o'clock this morning off Eddystone light in the English Channel, between the French steamer St. Germain, from Havre for New York, and the steamer Woodburn. from the East by way of the Sucz Canal. The Woodburn immediately sank and eighteen of her crew were drowned. The St. Germain was disabled, but arrived at Plymouth and landed the passengers saved from the Woodburn.

The steamer foundered three minutes after the collision. It was a fine starlight night and the sea gilm. The Woodburn was being towed. Sho was struck on the starboard quarter. There was no time to lower her boats, and but eleven or the persons on board were saved. Those drowned were sucked into the vortex saused by the sinking of the steamer or became entangled in the wreckage. The St. Germain's bon was completely staved in and she lilled with. water. The greater portion of her passengers were transferred to a tug boat. The Germain had 462 passengers aboard, including 50 mon on their way to Texas, and a crew of 122 persons. The captain of the St. Germain, finding the water pouring into the fore-hold with fearful rapidity, ordered the engineers as to the time when the be the ruling powers in the Empire. But Telegraph Company now command double a sail to be rigged over the damaged portion different orders to stop, to go easy astern, there is no evidence to show that any real lines all the way from Shanghai to Europe, of the vessel, in order to check the rush of water and relieve the oressure on the bulk The officers of the Germain sighted the tugbont Recovery, which was towing the Woodburn, at 2.30 a. m. and thinking she was the only vessel near, the St. Germain's helm was ported in order that the steamer might go under the tugboat's storn. They had no idea there was a ship iff tow. The

St. Germain will go on the dry dock for re-From the marks on her bows it is apparent that she went right through the Woodburn, literally cutting that vessel in two. A panie ensued on the St. Germain after the collision, and her passengers insis-London, August 26. -At the conference

of Irish members of Parliament held last night, a programme was prepared for the Convention of the Irish National League of Great Britain on September 27th. The programme demands self-government for Ireland and for direct representation of the Irish labouring classes in Parliament. New York, Aug. 28 .- At about ten

minutes to 4 th s afternoon people who were in the neighbourhood of the foot of Four teenth stro t and North River were startled by the sound of an explosion coming from the direction of the river. Looking out in midstream they saw the Undson river steamer Riverdale enveloped in tenin. than six minutes afterwards she hecled to the side and cansized opposite Sixteenth street, she having floated that far. Instantly about to different the steamers from the city and Hoboken went to where the sunken vessel lay. There were fiver 100 passengers on board the Riverdale when she. left the fact of Harrison street for Haverstraw. Some of these were hurled in the air and then fell back into the water. Others were compelled to jump into the river to escape the hissing scalding steam that filled all parts of the vessel, or to avoid going down with her. The cause of the disaster was the explo-

sion of the boiler, which was amidships Whon the boiler burst, the air was tilled with fiving debris and broken woodwork,

St. Johns. N. F., August 31st - A fleet

WORK ON THE PANAMA CANAL. Penama, Aug. 31 - Work on the Panama | Samedon (s.

over 10,000. The sanitary condition of the working people is very satisfactory and imhealthy senson of the year and sickness in i annual itself is heavy, still the percentage not exceed four per cent. in consequence doubt that the comming will complete the Canal within the next five years.

SHAW'S COMPLAINIS. London, Sopt. 1 .- The steamer Taymon'l. listle, from Tamatny, August Oth, via Mauritins, has arrived at Durban with a Among thom is Shaw, the English missionary, imprisoned by the French in Madagascar. Shaw complains bitterly of his treatment on board the flagship Tage mouth Castle. He was forbidden to communicate with the shore at laustay. The French Consul's account of the engagement in which the Hoyas were reported defeated are declared unreliable.

MESSHS. J. L. Thompson and Sons. of North Sands Shipbuilding Yard Sunderland, have completed a new and handsomely furnished screw steamer for the Austro-Hungarian Lloyds Steam Navigation Company, of Triesto. Her dimensions are Length 310 feet; breadth 42 feet dopth of hold 27 feet 3 inches. She is built in the spar-deck style, of the highest classification it Lloyd's, and in some respects is in excess of their requirements. The engines have been built by Mr. John Dickinson. of Sunderland and are of 300 nominal power, the cylinders being 40 inches and 76 inches respectively, with stroke of 48 melies. The boilers are double ended, having twelve furnaces, and are made of Siemen's steel tested to a has been named the Thisbe. In a run from the mouth of the Tyne to the Longstone. Lighthouse on the Farne Islands and back again, she made over twelvo knots an hour; speed which was in excess of what was

	Liotations
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	Outlines nt 10 a.m. On date at 4 9 %

Then moneyers in Pality bleit degrees, and tens, kept in the open hir it a sladed situation. DIRECTION OF WINE In ragistered overviewe

points, N., N.N.E., N.E., &c. FORCE OF WIND .- 0 calm. I to 3 light breeze. B to 5 moderate, 5 to 7 fresh, 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent. STATE OF WEATHER -B Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. P. Passing showers. Q. Sanally. II. Reinv. S. Snow. T. Thunder, U. Bad, threatening,

V. Visibility. W. Storm. Z. Calud. The letters are repeated to indicate aby increase over the mean average of their signification. Rais .- The hours of rain for the previous 24 hours, from are registered from I to 24 and the quantity of water fallen indicated in inches.

Shipping Intelligence. YESSELS TO ARRIVE. AT HONGKONG.

Left.	Name.	From.
April 19,	Brambletye,	Penarth
	Archos,	Sunderland
May 30,	Gustav Pad Oscar,	
June 8,	Such our,	Cardiff
,, 15.	Theodor Ruger,	New York
., 21,	Ice Maru (s.),	Penarth -
21.	Theodore Rager	New York
	Counct,	Cardiff
	Elisabeth,	Cardiff
30.	Metapedia (5).	Antwerp
39.	Zebina Gondey,	New York
	Jupiter,	Cardiff
	Okein,	Hamburg
	Osaku,	London
	Willy	Cuahaveit .
	Totomi Mare (a.),	Antwerp
11.	Wilhelm Homeyer,	London
	Leban (s.),	London
	Glenelg (s.),	Loudon
	Marie Louise,	Liverprod
	og vok cuina and a	
Kangaroc		awwir.

Glenfeuin. Telemachus: Breconshire: At Incerpoon. Stentor & Dakota.

1. From Green Island to the Gas Works.

2. From Gas Works to the P. and O. Co.'s Factory.

SHIPPING IN CHINA, JAPAN.

PHILIPPINES, AND SIAM

WATERS.

BI-MONTHLY, TENTIL YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of " Notes and Queries on China and Japan," has reached its Tenth Volume. The Review discusses are charged as double, troble, &c., as the those topics which are uppermost in the ! minds of students of the "Far East" and about which every intelligent person con- Newspapers must not be folded together as nected with China or Japan is desirous of one, nor must anything whatever be inserted acquiring trustworthy information. It in except bond fide Supplements. Printed cludes many interesting Notes and original matter may, however, be enclosed, if the Papers on the Arts, Sciences, Ethnology, whole be paid at Book Rate. Prices Cur-Folklore, Geography; History, Literature, rent may be paid either as Newspapers or Mythology, Natural History, Antiquities, Books. and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new do- the character of an actual or personal correparture has been taken, and the Review now spondence, such as invoices, deeds, copied gives papers on Trade, Commerce, and music, &c. The charge on them is the same Descriptive notes of Travel by well-known as for books, but, whatever the weight of writers. It was thought that by extending a packet containing any partially written the scope of the Review in this direction, paper, it will not be charged less than 5 the Magazine would be made more generally

usoful. attention, and endeavours are made to may accompany it with a Return Receipt present a careful and concise record of on paying an extra fee of 5 cents. Literature on Chipa étc., and to give

Mail Office." The Notes and Queries are still continued and form an important means of obtaining it from and diffusing among students know-

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cellent table of contents."- Celestial Empire. 10; Newspapers, 5; Books and Patterns, 5. "The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers."-Celestial Empire.

"This number contains several articles of interest and value."-North-China Herald. "The present number of this periodical, * * * * opens with a review of the Foreign Trade of China during 1880. This is rather a new departure for a publication which professes to be purely literary; but considering the comparatively small circulation it enjoys at present among the commercial communities of China, we hail the innovation as likely to recommend the Review to the notice of those who take an interest in few matters beyond mercantile pursuits."-North-China Herald.

"The China Review for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Poking, from 1841 to 1880. " Notes on the Dutch Occupation of Formosa," by Mr. Goo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting."-North-China Daily News. "A substantial and reliable Review which

all students of China and the Chinese would do well to patroniso."-Chrysanthemium. "The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert Victoria will be delivered the same day, A. Giles on "The New Testament in Chi- and generally within two hours, unless the sarily be of great importance in the eyes | Mails. of all missionaries. . . Mr E. H. Parker's "Short Journeys in Szechuen are continued, and a goodly instalment of these travels in the interior of China is Mr F. H. Balfour contributes a daper of some length entitled "The Emderor Cheng, founder of the Chinese Emwhich will be read with genuine

interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which On Chinese Oaths in Western Borneo and Java" might appropriately have been the number."-H.K. Daily Press. Trubner's Oriental Record contains the following notice of the China Review:-The present publication, judging by the

number now before us, is intended to occupy a position, as regards China and the to that which has been filled in India by the Calculta Review. The great degree of attention that has been bestowed of late years be inserted in such Pattern Packets. upon the investigation of Chinese literature. antiquities, and social developments, to say nothing of linguistic studies, has led to the creditable to their respective authors . . . nature of the contents was discovered. Some translations from Chinese novels and

plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the cleventh . 1. Small Parcels may be sent by Post century, Sn Tung-p'o, by Mr. E. C. Bowra, at Book Rates between Hongkong and any is not only historically valuable, but is also of the British Post Offices in China, as well distinguished by its literary grace. Beside as to Japan, Macao, Pakhoi, the Straits the East, which will be a useful feature of not exceed the following dimensions, 2 feet the Review, if carried out with punctuality long, I foot broad, I foot deep, weigh more and detail, we are glad to notice that than 5lbs., nor be smaller than 3 in. by 2 may receive the support necessary to insure is supplied gratis. The Registration of its continuance.

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Local and Indian Purcel Posts notices of new books relating to China and Settlements, Ceylon and India. They must

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Hongkong Post Office.

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TO VICTORI	A PEAR.
Single	Trip.
Four Coolies,	\$1.00
Three Coolies,	0.85
Two Coolies,	0.70
Return (direct or l	ny Pok-fu Lam).
Four Coolies,	
Three Coolies,	1.20
Two Coolies,	1.00
	- 10 10 10
TO VICTORIA GAP (TO	LEVEL OF UMBRELLA
SEAT	r.)
Single	Trip.
Four Coolies,	\$0.60
Three Coolies,	0,50
Two Coolies, :	0,40
Return (direct or	by Pok-fu Lam).

Three Coolies, ... Two Coolies, ... 0.70 The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents. Day Trip | Pcak, \$0.75 each Coolie.

One day (12 hours), Per trip to Shaukiwan or Pokiulam, from the centre of the Town, ... 20

Per trip to Aberdeen, from the centre of the Town,... 25 Return, 40 ,, If an Extra Coolie is employed, there wil be an addition of half the above scale to pay. Nothing in this scale prevents private

> Licensed Bravers (each). BOAT AND COOLIE HIRE.

piculs, per Day, piculs, per Load, ... 2.00 piculs, per Load, ... 1.75

3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Day, Srd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Load, 3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, Haif Day, or Pullaway Boats, per Day, ... \$1.00 Kiang-ping

One Hour,

Half-an-Hour.

After 6 P.M.....10 conts extra. Nothing in this Scale prevents private Powen STREET COOLIES. Scale of Hire for Street Coolies. One Hour,

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to the Pier.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections. 5. From P. and O. Co.'s Office to Peddar's Wharf.

3. From P. and O. Co.'s Factory to the Harbour Master's Office. 8. From Pier to East Point. 4. From Harbour Master's to the P. and O. Co.'s Offico. Destination. Flag and Consiguees or Agents. Remarks. Tons. Captain. Vessel's Name. Rig. Steamers Cos tan Dock Activ Dan. Costan Dock 366 Sept. 21 Douglas Lapraik & Co. Albay Goddard Brit. 783 Sept. 29 Siemssen & Co. Sept. 15 Tung Kee & Co. Saigon To-day Canton Brit. str. Sept. 29 Thos. Howard & Co. C. T. Hook 3 c Jarvis Brit. Costan Dock Aug. 30 Arnhold, Karberg & Co. Saigon Crusader Rowin Brit. K'leon Dock Emuy Rementeria ... Span. Esmeralda 5 h Wright Brit. 1003 Sept. 30 Melchers & Co. Europa 2 c Schade Ger. ************** Fame Gh Stopani Brit. Sept. 29 Messagories Maritimes Yokohama Godavery 5 e.du Temple Fch. thing that, as a general rule, is liable to Gordon Castle 5 h Waring Brit. 1314 Sept. 23 Gibb. Livingston & Co. K'loon Dock Gravina Span, ************ Straits and Calcutta Sept. 29 David Sassoon, Sons & Co. Japan 5 h Gardner Brit. 1865 To-morrow Manila Jorge Juan 5 h Thebaud Bombay, &c. To day Kashgar 5 c Webber Brit. str. 1515 Sept. 24P. & O. S. N. Co. Coast Ports quantity sent be so small as to make the Kwangtung 5 h Abbott Brit. str. 680 Sept. 27 Douglas Lapraik & Co. Lee Yung 3 k Chun Annam. str. Brit. str. 1327 Sept. 29 Jardine; Matheson & Co. Straits and Calcutta Swatow & Bangkok 859 Sept. 30 Yuen Fat Hong Mongkut 2 h Loff Brit. 804 Sept. 22 Russell & Co. Nolson B. c Thom Brit. Swatow. &c. Phra Chula Chom Klao 2 c Lightwood Brit. 48 Nov. 24 China Traders' Insurance Co. 875 Sept. 28 E. E. A. & C. Tel. Co. Sherard Osborn...... 5 c Merrall Brit. str. 47 July 29 Douglas Lapraik & Co. Sin Taiwan 8 h Aostein Brit. str. Sailing Verseis Albyn's Isle 7 c Walden Brit. bge. 211 Sept. 26 Order Elizabeth Childs 3 k James Brit. bqe. - 400 Sept.

K'loon Dock 1044 Sept. 23 Captain Furness Abbey Marcy Amer, bqe. 8 Gilman & Co. Greyhound 7 c Prescott Brit. New York H. W. Dudley 5 k Dudley Amor. bqe. 1085 Sept. 21 Wieler & Co. Herrmann 3 k Traulsen Ger. bqo. J. A. Borland 8 c Kent Amer. bqe. 8 Russell & Co. Hayre and London 795 Aug. 11 Siemssen & Co. Killeena4 c Wallace Brit. bge. Brit. 23 Gibb. Livingston & Co. Louisa..... 3 c Schierlach Ger. 3m. sc. Magic 3 c White Brit. 214 Aug. Nowchwang Marie 4 k Thomaschevsky Ger. bqe. atoly the loss was discovered, the envelope Melbrek 8 c Lightbody Brit. 28 Messageries Maritimes 594 Sept. 26 Arnhold, Karberg & Co. Nicoya 7 c Foster Brit. New York Obed Baxter 3 c Baxter Amer. bqe. Amer. sh. 1206 Sept. 9 Russell & Co. New York Paul Jones 3 k Genish Cleared San Francisco 4. That the Postmaster General is satis- Robert Dixon 7 c Young Amer. fied that the loss occurred whilst the corres- Sarah S. Ridgway ... 2 c Townsend Amer. bqe. 833 pondence was in the custody of the British Schwan 8 c Schröder Ger. Postal administration in China, that it was Sea Ripple 4 c Rickers Br. 3m.sch. not caused by any fault on the part of the Siamese Crown 2 h Jorgenson Siam. sh. Havre and London 31 Arnhold, Karberg & Co. 908 Aug. sender, by destruction by fire, or shipwreck, Silver Eagle 1 c Richards Brit. bqc. New York 9 Adamson, Bell & Co. 1004 Aug. 85 New York Cleared 28 Russell & Co. Stillman B. Allen 8 c Eldredge...... Amer. bge. Tek Li3 c Buchholdt Singapore. 9 Wieler & Co. Tetuan 2 k Hyne 25 Eduard Schellhass & Co. Therese Three Brothers 2 h Kahleke 8 Adamson, Bell & Co. Twilight 8 c Warland Amer. K loon Dock Victor Forbes Brit.

> Wrecker 8 h Henderson Amer. lor. Zouave SoperAmer. sh. 1202 Aug. Her Britannic Majesty's Ships in the China Squadron.

16 Blackhead & Co.

Amor. bge. 1099 Sept.

Wildwood7 c Sawyer

Name.	Rig.	Tons Dispit.	Guns.	I.H.P.	Captain.	Where at.
Albatron Audacious Champion Cleopatra Cockchafer Curação Daring Esk Espoir Flying Fish Fly Foxhound Kestrel Linnet Magpie Midge Pegasus Sapphire Swift Tweed Victor Emanuel	screw sloop double-screw iron frigate corvette corvette gunboat corvette composite sloop double-screw gunboat sloop double-screw gun-vessel gunboat double-screw gun-vessel aurveying vessel sloop corvette double-screw gun-vessel sloop corvette double-screw gun-vessel sloop corvette double-screw gun-vessel double-screw gun-vessel sloop corvette double-screw gun-vessel double-screw gun-vessel double-screw gun-vessel	940 6010 2380 2380 465 2383 940 360 430 940 640 450 710 767 803 465 1130 1370 756 360 3087	14 14 14 14 14 14 14 14 15 34 6 12 5 3 20	840 4330 2340 2610 470 2540 920 340 455 840 490 470 830 1056 600 470 970 2360 1010 340	Commander Chas. Hicks Captain R. E. Tracey Captain R. G. S. Pasley Captain H. N. Hippialey LieutCom. Tisdall Captain Anstruther Commander F. J. J. Eliott In reserve Commander E. H. Gamble LieutCommander Hoskyn Commander John Hope LieutCommander McQuhse Commander E. Hotham Commander Chas. R. Harris LieutCom. A. Carpenter In reserve Commander Bickford Captain Fullerion Commander Wm. Collins In reserve Commodore Cuming	Nagasaki Nagasaki Singapore Nagasaki Féochow Nagasaki Nagasaki Hongkong Canton Corea Bangkok Shanghai Chefoo Nagasaki Sandakan Hongkong Nagasaki Nagasaki Nagasaki Nagasaki Canton Hongkong Hongkong Chefoo
Vigilant	paddie despatch-vessel turret-ship	835 1800	2	1230 1450	Lieut. Com. C. Lindsay In reserve	- Hongkong
Wivern	ATTENDO DETAIL	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 12 0 4	TEON.	Linut Com. G. N. A. Pollard	Yokohama

Foreign Men-of-war on the China and Japan Station.

For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

0	Name,	Flag and Rig.	£ 0715.	CT147436	17 18 14 15 15 15 15 15 15 15 15 15 15 15 15 15	Proceedings of the Control	La Carlos Carlos Carlos
			-	3 4	2000		
2		Russian aviso	1100	. 7	300	Captain Schanz	Vladivostock
	Abreck	French transport	773	4		Captain Lafon	The North
	Chier	Russian ironclad	3200	18	900	Captain Giers	Vladivostock
	Duke of Edinburgh		1000	4	80	Captain Kolichau	-Nagasaki
a.	Ermak	Russian transport	1375	6	1200	Captain McCormack	Tientsin
1	Essex	American sloop	450	7	80	Commander Stark	Vladivostock
2.	Gornostai	Russian gunboat	420	8	100 -	Commander Klauss	Canton
1.	Dtis	German gunboat		140	376	Commander de Beaumont	Tonquin
	Kersaint	French sloop	1182	77		Captain D. de la Batis	Hongkong
*	La Victorieuse	French ironclad	4500	14	750	Captain Herbig	Japan de la
. 3	Leipzig	German corvette	3000	16	100	Captain Rouvier	Canton
, y fi	Lutin	French gunboat	437	4	100	Captain Rouvier	Tientsin
	Monocacy	American sloop	1100	6	250	Commander C. S. Cotton	Visdivostock
	Morge	Russian gunboat	400	7	80	Commander Moltsoff	Vladivostock
1	Nerpa	Russian gumboat	400	7	80	Commander Valrondt	
1	Palos	American gunboat	306	1 . 6	200	Lieut. Commander Glidden	Canton
1		American frigate	2300	14	500	Captain Skerrett	Yokohama
in	Richmond	Russian gunboat	400	7	80	Commander Boyle	Vladivostock
to	Sobol	German frigate	2030	- 19	700	Com, Glomsda von Buchholtz	Hongkong
te	Stosch	Portuguese gunboat	410	-	1	Captain F. da Costa Cabral	Canton
100	Tamega		*		1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Commander Heck	Singapore
1	Tongous \	Russian gunboat	5340	27:	6000	Captain Bose	Hongkong
1. 14	Tourville	French steel frigate	4170	14	184 8 8 9 9 9	Captain Baux	Hongkong
1.1.4	Triomphante	French ironclad	2400	15	600	Captain Dewatre	Shanghai
	Villara	French corvette		10		Captain Fournier	Tientsin
-3	Volta	French corvette	1300	1	11.	Commander Molchonsky	Vladivostock
1 1	Vostock	Russian gunboat	***	4	040	Commander von Raven	Corea
	Wolf	German gunboat	428	4	340	I aming home names are or	
	iller a least production of the same	For Foreign men-of-war act	nay mean	aremen	t, tonnage	and nominal horse powers are gi	A ser property to the service of the
4.	the second second second second	The second of th	4 4 1 4	1 1 1 1	- 1		

CHINESE GUN-VESSELS IN CANTON HONGKONG, MACAO AND CANTON RIVER WATERS, &c. STEAMERS. Commander. Name. Lin Kuo-ch'ang An-lan Tong Po-che Che-an 30 Chinese J. Stewart Chen-to Butterfield and Swire Chinese .80 Chien-jui F. Bessard H., C. & M. S. boat Co. Ching-taing 150 Wang Today sheng Chun-tung La Tack-ming Chop-chung H., C. & M. S. boat Co. Benning, T. Chop-sai Wang Imneu 250 C. M. S. N. Co. Fei-vuen Wu Jui-ch ang 20 Hai-ch'ang-ching Oh'en Liang-chief 129 Hai-king-ching H., C. & M. S. boat Co. 159 Goggin 10 Kiungchow Hai-tung-hung 7 H. J. Faunch 1890 Hoyland H., C. & M. S. boat Co. Huz-shan 20 Chinese 562 120 Ohang Sung Peng-chou hai 280 | Benning, A. H., C. & M. S.-boat Co. Li Ping-tye White Cloud Sen Tsung-t'ai Shen-chi H., C. & M. S.-boat Co. J. B. Murray 160 Sui-taing Chinese Admira 120 Tahing-on Wen Lin-an 100 Tehing-po Chinese 180 20 Chinese

WHAMPOA Mount Lebanon Brit. bkte. CANTON. Brit. str. Brit. str. Shanghai in port on September 22, 1883. Anna Bortha Anna Dorothea Ger. bqe. Ger 3m. ac. Bangkok Annie Siam, sch. Bangkok Confucius Raugh Balaugh Ger. Sm. sc. Br. 3m.sch. Newchwang Formosa Ger. bg. Br. 3m.sob. Frohlich Glenury Ger. bge. Laid up Helene bge. Newchwang Gor. Hieronymus Gor. Hilda Maria Johann Carl Gor. sch. Norw. bge. Newchwang In A. Magenta Slam. bqe. Moridian Ger. bqe. Orient Oscar Mooyer Gor. bgc. Ger. 3m. so. Peter Swed. but. bqe. Hongkong Walter Siegfried Brit. bge. FOODHOW. In port on September 22, 1883. MERCHANT STEAMERS.

> Kwangtung British Hongkong British Colonies Menmuir Taku MEECHANT BAILING VESSELS. Amer. sch. Almatia Brit. bge. Tientsin Brit. bqe. Ger. bqc. Occident SHANGHAI. In port on September 26, 1883. MEECHANT STRAWERS.

British London

Br. st. dre. London, &co. British Antenot Cambodia British Hongkong, &c. British Marseilles French Fatchey British British London, &c. Chineso Tientain: Hac-an Chineso Hae-ting Kuchinotzu Hideyoshi Maru Japanesa Hiroshima Maru Japanese Nuosesti de Kinng-kwan Chinese Hankow & Hankow &c. Chiness Kiang-yung Newchwang British Nanzing Hongkong 4 British Ningpo New York, &c. British Oxfordshire Hongkong, &c. French Oxus British Patroclus British Pachili Hongkong, Newchwang Brtiish Peking German Polyhymnia British Hankow, ecc. Shanghai C'foo & Ttain British Sin Nanzing Hankow British Cos tan Dock Hankow, &c. Taiwo British Newchwang British Tientsin Kuchinotzu British Waverley British Whampoa

Yoritomo Maru Japanese MERCHANT SAILING VERBELS. Chihaya Maru Japan, bqs. Chingtah Diamond Earl of Elgin Brit Hism. bge. Eng Les Siam. bqs. G. H. Wappans Brit. bqs. Chi. bge. Brit. bge. London Leander Siam. bqe. Lucky Brit, bqs. Satsuma Siam, bqe.

NAGASAKI. In port on September 15, 1883. Pendleton Amer, bos Repairing Brit. bqe Shanghai Amer. bqe. Honolulii

To telling.

In port on September 15, 1883. A. M. Simpson Amer. sh. Chloris Juno Brit. Amer sh. San Francisco

YOKOHAMA. In port on September 22, 1863. Alex. McNeil Amer. Ah. Amer sch Black Diamond Ger. bge. E. v. Beaulieu Ger. bqe. Gloaming Brit St. Bri. bkting. Kanagawa MaruJapan. boa. Amer boe. Brit. bae Wm. H. Lincoln Amer. sh.

MANITA. In port on September 20, 1883. Dutch sh. New York Ger sh Sta Helens H. A. Litchfield Amer. bae. New Kork Gor, boe. Channel H. Bremer H. G. Johnson Amer. bue. Norw: bqs. New York Amer. ah. New York John Nicholson Brit. bas. Liverpool Amer. sch. New York Span, bge. Polynesian Ger. bge Liverpool HOHO. In port on September 3, 1883.

Amer. sh. New York Amer. bge. Boston Cheshire Amer. bge. New York Electra: Brit. bge. Channel Mikado. CEBU. In port on September 3, 1883. Ger. soh United States Friedlander Ger. bqs. Boston Gerd Heye Ger. Hermann bqe. Channel Ger. Hydra bqe. Channel

Ger. Jos Rauers In port on September 15, 1883. Siam. bgo. Advance Sia 3m so. Ban Lee Siam. bge Europe Buz Caso Bus Pan Biam. China Siam. boo. Diamond City Siam buc. Siam. bge. Falcon Glengarry Hei Cheong Hero

Kim Soon Host Siam. lug.

Koh Hock Cheng Siam. sch. Siam. Printed and published by GEO. MURILE! Batt, at the China Man Office, No. 2 Wyndham Street, Hongkong.